

SEMIANNUAL REPORT

TO THE UNITED STATES CONGRESS

October 1, 2025 to March 31, 2026



OFFICE of INSPECTOR GENERAL
NATIONAL RAILROAD PASSENGER CORPORATION

Track 11
Regional 133
Washington
Status - Proceed



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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 March 31, 2026, which summarizes our independent and objective reviews and investigations related to Amtrak's programs and operations.

Amtrak (the company) is no longer simply planning for transformation; it is now executing a sustained, multi-year effort to modernize its fleet, infrastructure, facilities, and technology, while simultaneously delivering safe, reliable, and efficient passenger rail service across a national network. Successfully carrying out these responsibilities requires disciplined planning, deliberate implementation, and, importantly, coordinated oversight given the increasing scale, complexity, and organization-wide impact these efforts have.

FROM THE INSPECTOR GENERAL

Our audit work is a central component of the oversight effort. During this reporting period, we focused on major programs that underscore the execution challenges Amtrak faces as it simultaneously advances multiple, complex long-term initiatives. In our audit of Amtrak's role in the Hudson Tunnel Project—the largest federally funded mass transit project in U.S. history—we found that, while the company has made meaningful progress meeting several near-term responsibilities, additional steps are needed to clarify roles with external partners, strengthen engagement with internal stakeholders, and improve how project information is managed over the life of the project. These issues are critical given Amtrak's long-term responsibilities as the future owner and operator of this asset.

Similarly, our audit of the National Facilities Program examined the company's efforts to align its \$4 billion maintenance facility upgrades with major fleet procurements, including NextGen Acela, Airo, and future long-distance equipment. We found that delays in planning and the absence of a fully developed program management framework have contributed to misalignment between planned fleet deployment and facility readiness, increasing the risk that new equipment will not be fully utilized as it enters service. More broadly, our audit work continues to contribute to our long-standing body of work that highlights how early planning, clear roles and responsibilities, and stronger coordination can reduce program and project risks, which is especially important as Amtrak dramatically increases its capital spending and infrastructure work.

In addition to the challenges Amtrak faces with its burgeoning capital portfolio, the company must also guard against persistent risks of fraud, waste, and abuse that can undermine operations, erode public trust, and divert resources from their intended purposes. Our investigative work during this reporting period addressed a wide range of misconduct—including procurement and contract bribery, health care fraud, pandemic-relief fraud, and theft of passenger property. For example, a corruption scheme our office has been investigating at Philadelphia's 30th Street Station resulted in prison sentences and more than

\$2 million in restitution for four executives of a masonry contractor who bribed an Amtrak project manager in exchange for favorable contract modifications and internal project information. The scheme spanned several years, involved millions of dollars in change orders, and was uncovered after we received a tip to our hotline. In addition to prison time and restitution, the Federal Railroad Administration (FRA) also suspended the perpetrators from participating in all federally funded procurement and non-procurement activities.

Our investigations also identified employee misconduct that exploited federal programs and company benefit systems or targeted passenger property. These cases include multiple pandemic-relief fraud cases involving current and former employees, health care fraud schemes in which employees accepted cash kickbacks to facilitate fraudulent medical billing, and thefts from company facilities and trains, including a \$30,000 jewelry theft. In the latter case, our investigators successfully recovered the jewelry from a pawnshop and returned it to its rightful owners. Investigative efforts over the past six months have also resulted in \$5.6 million from recoveries, restitution, forfeitures, and other financial outcomes, as well as 11 convictions, 20 indictments, 23 arrests, and 33 administrative actions (terminations and disciplinary actions).

Over the next six months, we will continue to focus our oversight on high-impact risks facing the company, including the execution of major capital and fleet programs, safety and security challenges, procurement integrity, technology and cybersecurity risks, and the delivery of equitable and reliable service to passengers, including those with disabilities. As Amtrak's responsibilities continue to evolve, sustained and coordinated oversight will remain essential to ensuring that long-term transformation does not come at the expense of safety, accountability, or public trust.

It remains my privilege to work alongside the dedicated professionals of the Amtrak OIG, whose integrity, competence, and dedication are core qualities to accomplishing our mission. We appreciate the continued interest in and support for our work by Congress and trust that you will find this report informative.



OFFICE OF AUDITS

Major Programs

Major Programs: The Company Has Made Progress Supporting the Hudson Tunnel Project but Has Opportunities to Reduce Its Risk

(Report No. OIG-A-2026-001, December 15, 2025)

The Hudson Tunnel Project (HTP) 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 the largest federally funded mass transit project in U.S. history and is a key component of the Gateway Program, a \$40 billion portfolio of projects to upgrade rail infrastructure between Newark, New Jersey, and New York City. The Gateway Development Commission (GDC)—a public authority created by the states of New York and New Jersey—is the HTP sponsor and is responsible for its construction and delivery. GDC engaged the company and other transit organizations as project partners to lead or support aspects of construction. Among other federal and state funding sources, the company is contributing over \$1 billion to the project and has a unique role on HTP as the eventual asset owner. Given the HTP's size, scope, and importance, our objective was to assess the company's efforts to support the project and oversee its interests as the project advances.

The company made notable progress fulfilling several key obligations in support of the project, demonstrating that it began applying some lessons learned from prior capital projects on the HTP. We identified the following three key areas, however, where the company could reduce its risk:

- **Clarifying its role with external partners.**

The company and its project partners did not always agree on the scope of the company's HTP role. As a result, the company and its partners had disagreements over what company work was acceptable on construction Amtrak was not leading and the extent to which the company could participate in the project's risk management process.

THE COMPANY AND ITS PROJECT PARTNERS DID NOT ALWAYS AGREE ON THE SCOPE OF THE COMPANY'S HUDSON TUNNEL PROJECT ROLE. AS A RESULT, THE COMPANY AND ITS PARTNERS HAD DISAGREEMENTS OVER WHAT COMPANY WORK WAS ACCEPTABLE ON CONSTRUCTION AMTRAK WAS NOT LEADING AND THE EXTENT TO WHICH THE COMPANY COULD PARTICIPATE IN THE PROJECT'S RISK MANAGEMENT PROCESS.

- **Engaging internal stakeholders.** The company's HTP team engaged some internal stakeholders but could have done more to involve others. This occurred because the team did not identify all the HTP activities the company needs to perform over the life of the project and who should complete them.
- **Improving document management.** The company established a web-based document management system to internally store the thousands of files on the project, but HTP team members did not always use it, opting instead for decentralized solutions. Project officials recognized this challenge and began improving the team's document management capabilities.

We recommended that the company assess where interpretations of its role may differ from its project partners and take steps to remedy those differences; identify all internal support activities and assign accountability for each; and finalize its internal HTP document management system.

Major Programs: Improved Planning for Maintenance Facility Upgrades Could Help the Company Better Meet Its Fleet Goals

(Report No. OIG-A-2026-002, December 18, 2025)

Amtrak is in the process of acquiring three major fleets of trains—NextGen Acela, Airo, and Long Distance—

OFFICE OF AUDITS

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 what the company calls its “National Facilities program.” Collectively, these facility upgrades represent a generational effort to transform the company’s operations using funding from the Infrastructure Investment and Jobs Act (IIJA), as well as a Railroad Rehabilitation and Improvement Financing loan, and the company’s annual grants. Our objective was to assess the company’s management of the National Facilities program and to identify any risks to achieving its goals.

The company started upgrading its maintenance facilities to support its major fleet acquisitions, but challenges in planning and managing this effort delayed its progress. As a result, some facilities will not be ready in time to service the company’s new trains, which could hinder its ability to fully operate the new equipment at the intended service levels.

THE COMPANY STARTED UPGRADING ITS MAINTENANCE FACILITIES TO SUPPORT ITS MAJOR FLEET ACQUISITIONS, BUT CHALLENGES IN PLANNING AND MANAGING THIS EFFORT DELAYED ITS PROGRESS. AS A RESULT, SOME FACILITIES WILL NOT BE READY IN TIME TO SERVICE THE COMPANY’S NEW TRAINS, WHICH COULD HINDER ITS ABILITY TO FULLY OPERATE THE NEW EQUIPMENT AT THE INTENDED SERVICE LEVELS.

Instead, the company may need to store some new trains intermittently, which could postpone the capture of additional revenue. Further facility delays—which remain a risk—would add to the existing delays in fully operating its new fleets. The following two factors have contributed to these circumstances:

- Incomplete strategic planning. The company’s facility planning lagged behind its fleet planning by about 15 years even though the two efforts are closely interconnected. Company officials told us they expected to complete a joint fleet/facilities strategic plan in late 2025. As of November 2025, however, this joint plan had not defined the scope of the work needed to guide the facility upgrades.
- No management framework. The company was separately managing dozens of facility projects rather than managing them as a single, coordinated effort, as called for by company and industry standards. This occurred because the company had not developed an overarching management framework to implement its strategy. Such a framework should include standard components, such as plans for risk management, schedule management, and resource management.

To ensure that the company’s fleet and facilities efforts align, we recommended that the company continue to develop a joint strategic fleet/facilities plan, and that it develop a management framework for its facility upgrades.

Financial Management

Financial Management: Quality Control Review of the Independent Audit of Amtrak’s Consolidated Financial Statements for Fiscal Year Ended 2025

(Report No. OIG-A-2026-003, December 19, 2025)

The company contracted with the independent certified public accounting firm of Ernst & Young LLP to audit its consolidated financial statements as of September 30, 2025, and for the year then ended, and to provide a report on internal control over financial reporting and on compliance and other matters. Because the company receives federal funding, it must obtain an audit performed in accordance with generally accepted government auditing standards. 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 auditing standards. Our review disclosed no instances in which Ernst & Young LLP did not comply, in all material respects, with generally accepted government auditing standards.

Ongoing Work

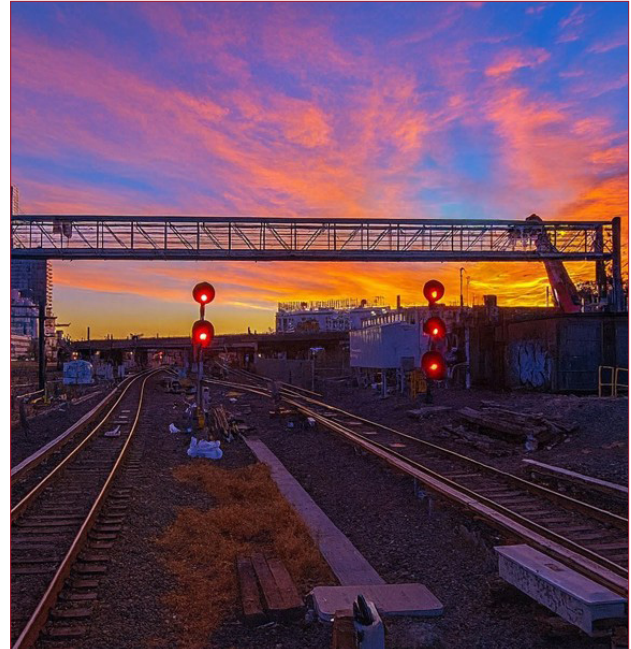
Audit of Amtrak’s Administration of IIJA Funds. The IIJA provides \$66 billion for passenger and freight rail improvements—the largest investment in rail in generations. Of these funds, \$22 billion in direct grants was set aside solely for the company to bring its capital assets into a state of good repair and buy new trainsets, 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 Fiscal Year 2026 Consolidated Financial Statement Audit.

Our objective will be to determine whether the IPA performed the 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 Fiscal Year 2026 Single Audit. The 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 at 2 CFR 200.

Monitoring the Work of Amtrak’s IPA Conducting the Fiscal Year 2025 Single Audit. The 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 at 2 CFR 200.

Safety and Security

Ongoing Work

Audit of Physical Security at Penn Coach Yard. Penn Coach Yard (PCY) is an Amtrak owned 60-acre major rail maintenance and storage center adjacent to its 30th Street Station in Philadelphia. The company maintains, inspects, and stores some of its trainsets and locomotives that operate on the Northeast Corridor (NEC) at PCY. In addition, the company is currently, or is planning to, perform testing and commissioning activities related to its NextGen Acela and Airo trainsets at PCY. It is constructing a new 110,000



square foot heavy maintenance building, relocating existing buildings, and reconfiguring track structure to service and maintain these new fleets, at a projected cost of \$463 million. The new maintenance building is expected to be completed in 2027. Our prior work in this area highlighted security weaknesses at PCY that put the company’s employees and assets at risk. Our objective will be to assess the company’s efforts to ensure the physical security of employees, contractors, and assets at Penn Coach Yard.

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, over-speed derailments, incursions into an established work zone, and movements through main line switch in an improper position. The company owns and operates two PTC systems (one for the NEC 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 identify safety risks.

Asset Management

Ongoing Work

Audit of Amtrak’s State-of-Good-Repair Efforts. The company is responsible for tens of billions of dollars in infrastructure assets. This includes more than 2,500 miles of tracks, structures, and electrical systems, most of which are on the heavily trafficked NEC. Based on factors such as age and condition, the company estimated that its State of Good Repair (SOGR) backlog on the NEC, its branches, and other 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 company’s governance and data for managing its SOGR work.

Audit of Amtrak’s Planning and Management for its Rolling Stock Decommissioning Process. The company is currently undertaking a generational transition from its aging legacy rolling stock to new, modern equipment, including the multi-billion-dollar NextGen Acela and Airo trainsets. As these new trainsets enter revenue service, the company will need to assess and decommission hundreds of individual legacy railcars while continuing to support ongoing operations and meet record passenger demand. At the same time, the legacy fleet continues to shrink due to age, condition, parts availability, and obsolescence. Given limited track capacity to store and maintain both old and new fleets, navigating this transition—onboarding new equipment while simultaneously assessing, storing, and decommissioning legacy equipment—is critical to maintaining service reliability, controlling costs, and supporting the company’s operational footprint. Our objective will be to assess the extent to which the company is planning for and managing its rolling stock decommissioning and replacement process.

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 and improve network resilience, including executing 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 track outage and force account management can help ensure the company maximizes the productivity of each outage window, lessens the risk of project cost overruns and schedule delays, and reduces impacts to passengers. 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. The company collects data across departments as it executes operations and works to comply with regulations. Tapping into the value of data and meeting regulatory requirements, however, requires good data governance practices, including the implementation of strategies, policies, and requirements that allow organizations to effectively manage data. Our prior reports found that data limitations and quality issues impacted company operations. Our objective will be to assess the company’s efforts to establish and maintain effective data governance.

Technology

Ongoing Work

Audit of Amtrak’s Cloud Computing Practices. In recent years, the company, as part of its cloud transformation goals, 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. The company spent \$19 million in fiscal year 2025 to support its cloud environment. Cloud environments, however, differ from traditional in-house technology architectures; therefore, migrating these systems and data to the cloud poses security risks. Our prior work on insider threats found that the company was not fully monitoring cloud systems where employees and contractors store data, and it could not identify whether any data transmitted externally were sensitive. Our objective will be to assess the extent to which the company has implemented effective governance processes and security controls for cloud computing.

Acquisition and Procurement

Ongoing Work

Audit of Amtrak’s Management of a Construction Services Contract. In June 2025, we reported that the company has opportunities to improve processes to help ensure that it awards contracts in its best interest. Maximizing this taxpayer investment also requires that the company assess the management of contracts after they have been awarded. Potential missteps during this phase, such as overbillings, mischarges, unsupported costs, schedule overruns, or poor supplier performance can increase costs and the risk of fraud. Our objective will be to assess the overall cost, schedule, performance, and oversight of the selected contract.

Audit of Amtrak’s Management of a Technology Services Contract. In June 2025, we reported that the company has opportunities to improve processes to help ensure that it awards contracts in its best interest. Maximizing this taxpayer investment also requires that the company assess the management of contracts after they have been awarded. Potential missteps during this phase, such as overbillings, mischarges, unsupported costs, schedule overruns, or poor supplier performance can increase costs and the risk of fraud. Our objective will be to assess the overall cost, schedule, performance, and oversight of the selected contract.



OFFICE OF INVESTIGATIONS

Policy Violations and Employee Misconduct

Theft

March 2026

A reservation sales agent based in Philadelphia, Pennsylvania, resigned from the company on March 30, 2026, while under investigation. Our investigation found that the former employee obtained passenger credit card information and used it to make purchases for himself, as well as booking Amtrak travel for associates. The former employee is not eligible for rehire. Judicial proceedings are pending.

Theft

March 2026

An onboard services supervisor based in Queens, New York, was terminated from employment on March 26, 2026, following his administrative hearing. Our investigation found that the former employee violated company policies by ordering unauthorized cleaning supplies from the company, such as a vacuum cleaner and large commercial-sized containers of cleaning products, and giving them to his girlfriend. While the former employee did not admit to these actions, his former girlfriend provided the stolen items and a text

message exchange with the former employee that corroborated the theft. The former employee is not eligible for rehire.

OUR INVESTIGATION FOUND THAT THE FORMER EMPLOYEE VIOLATED COMPANY POLICIES BY ORDERING UNAUTHORIZED CLEANING SUPPLIES FROM THE COMPANY, SUCH AS A VACUUM CLEANER AND LARGE COMMERCIAL-SIZED CONTAINERS OF CLEANING PRODUCTS, AND GIVING THEM TO HIS GIRLFRIEND. WHILE THE FORMER EMPLOYEE DID NOT ADMIT TO THESE ACTIONS, HIS FORMER GIRLFRIEND PROVIDED THE STOLEN ITEMS AND A TEXT MESSAGE EXCHANGE WITH THE FORMER EMPLOYEE THAT CORROBORATED THE THEFT.

Failure to Report Conviction

March 2026

A conductor based in Fort Worth, Texas, retired from the company on March 4, 2026, while under investigation. The employee was under investigation for failure to report a felony conviction, acting aggressively toward coworkers and passengers, and posting threatening messages on social media platforms.

Misrepresenting Role at Company

February 2026

An extra board train attendant based in Seattle, Washington, was terminated from employment on February 23, 2026, following his administrative hearing. Our investigation found that the former employee violated company policies by misrepresenting his role at the company to two individuals, inappropriately seeking their personal identifying information, and sending internal company information to outside parties. The former employee is not eligible for rehire.



OFFICE OF INVESTIGATIONS

Failure to Report Conviction

February 2026

A machinist based in Beech Grove, Indiana, was terminated from employment on February 23, 2026, following an administrative hearing. Our investigation found that the former employee violated company policy by failing to report his felony conviction within 48 hours as required by the company's Disclosure of Criminal Convictions policy. The former employee was convicted of pointing a firearm at another person. He is not eligible for rehire.

Failure to Report Conviction

February 2026

An assignment clerk based in Chicago, Illinois, was terminated from employment on February 11, 2026, following an administrative hearing. Our investigation found that the former employee violated company policy by failing to report his conviction for the fraudulent receipt of pandemic-related funds. The former employee is not eligible for rehire.

Outside Employment

February 2026

A high-speed rail technician based in New York City resigned from his position on February 10, 2026, prior to his administrative hearing. We found that the former employee violated company policies by working a second full-time job at a hospital while he was on company time. The former employee is not eligible for rehire.

Failure to Report Conviction

January 2026

A train attendant based in Chicago, Illinois, was issued a letter of reprimand on January 26, 2026, following an administrative hearing. The employee was issued a final disciplinary action which may be used for future progressive discipline for 36 months from the date of issuance. Our investigation found that the employee violated company policy by failing to report his conviction for the fraudulent receipt of pandemic-related funds.

Theft

January 2026

A lead ticket agent based in Sanford, Florida, and an onboard services trainee based in Lorton, Virginia, resigned from employment on January 6, 2026, and December 18, 2025, respectively, while under investigation. Our investigation found that the former lead ticket agent stole several pieces of jewelry, valued at over \$30,000, from the Sanford Station lost and found. The lead ticket agent then provided the jewelry to the onboard services trainee, who sold the jewelry to a pawn shop. When interviewed by our agents, both former employees admitted to their involvement in the theft and that they split the money obtained from the sale of the jewelry. The former employees are ineligible for rehire.

Based on our investigation, the lead ticket agent has been arrested and charged with grand theft. Judicial proceedings are pending for the onboard services trainee.

OUR INVESTIGATION FOUND THAT A FORMER LEAD TICKET AGENT STOLE SEVERAL PIECES OF JEWELRY, VALUED AT OVER \$30,000, FROM THE SANFORD STATION LOST AND FOUND. THE LEAD TICKET AGENT THEN PROVIDED THE JEWELRY TO THE ONBOARD SERVICES TRAINEE, WHO SOLD THE JEWELRY TO A PAWN SHOP.

Family Medical Leave Act Fraud

December 2025

A communications and signals trainee based in Baltimore, Maryland, resigned from employment on December 3, 2025, prior to his administrative hearing. Our investigation found that the former employee violated company policies by creating and submitting false treatment records to the company to obtain leave under the Family Medical Leave Act. The former employee is not eligible for rehire.

Theft

November 2025

An electrician based in Jersey City, New Jersey, was terminated from employment on November 29, 2025, following an administrative hearing. Our investigation found that the employee violated New Jersey law by fraudulently using a Wright Express fuel card to purchase over \$4,000 in fuel for multiple personal vehicles. A criminal case is ongoing at the Jersey City Municipal Court. The employee is not eligible for rehire.

Failure to Report Conviction

November 2025

A machinist based in Sunrise, Florida, was terminated from employment on November 26, 2025, following an administrative hearing. Our investigation found that the former employee violated company policy by failing to report his conviction for the fraudulent receipt of pandemic-related funds. The former employee is not eligible for rehire.

Rail Pass Misuse

November 2025

An electronic specialist based in Boston, Massachusetts, resigned from her position on November 4, 2025, as a result of our investigation. We found that she violated company policies by misusing her rail pass privileges to provide pass travel tickets to unauthorized passengers. Our investigation identified 20 tickets booked in the employee’s name that were used by third parties while the employee was at work.

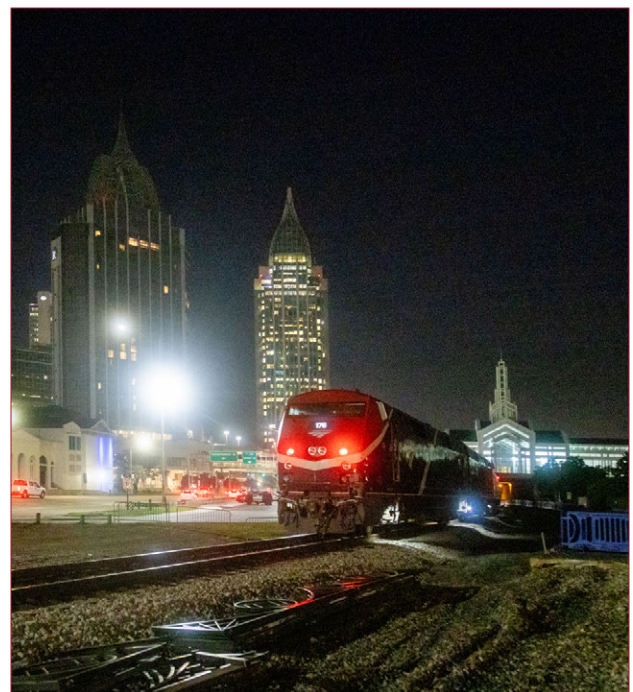
Multiple Policy Violations

October 2025

A trackman/watchman based in Wilmington, Delaware, was terminated from employment on October 14, 2025, following an administrative hearing. Our investigation found that the employee violated company policies by shipping baggage on Amtrak trains while traveling by other means, driving a company-leased vehicle without a valid license, using his company-leased vehicle for

personal travel, and leaving work without authorization. The employee also violated company policy by being dishonest with our agents during his interview.

A TRACKMAN/WATCHMAN WAS TERMINATED FROM EMPLOYMENT ON OCTOBER 14, 2025, FOLLOWING AN ADMINISTRATIVE HEARING. OUR INVESTIGATION FOUND THAT THE EMPLOYEE VIOLATED COMPANY POLICIES BY SHIPPING BAGGAGE ON AMTRAK TRAINS WHILE TRAVELING BY OTHER MEANS, DRIVING A COMPANY-LEASED VEHICLE WITHOUT A VALID LICENSE, USING HIS COMPANY-LEASED VEHICLE FOR PERSONAL TRAVEL, AND LEAVING WORK WITHOUT AUTHORIZATION.



Pandemic Relief Fraud, Settlements

Electrician Sentenced

March 2026

An electrician based in Chicago, Illinois, was sentenced March 26, 2026, in the Circuit Court of Cook County, Illinois, to two years of probation and was ordered to pay \$25,000 in restitution and 30 hours of community service after pleading guilty to one count of theft by deception. 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 \$96,200 to which he was not entitled.

Wire Fraud

January 2026

Octavia Murphy, a resident of Bourbonnais, Illinois, pleaded guilty on January 27, 2026, in U.S. District Court, Central District of Illinois, to one count of conspiracy to commit wire fraud and four counts of wire fraud. In the same investigation, Regina Murphy, a resident of Kankakee, Illinois, pleaded guilty on December 17, 2025, in U.S. District Court, Central District of Illinois, to one count of conspiracy to commit wire fraud and one count of wire fraud.

Our investigation found that Octavia and Regina Murphy, along with 12 alleged codefendants, submitted false information to the Small Business Administration and its participating lenders to receive EIDL advances, Paycheck Protection Program (PPP) loans, and PPP loan forgiveness. Octavia Murphy orchestrated a scheme whereby she submitted false applications containing material misstatements and fictitious documentation to make claims for pandemic relief programs on behalf of herself and the other co-conspirators, for which she was paid kickbacks. Regina Murphy and numerous co-conspirators voluntarily provided Octavia Murphy with their personally identifiable information and their bank routing transit and account numbers. As a result of the scheme, Octavia Murphy, Regina Murphy and

the other codefendants received \$93,000 in EIDL loan advances and \$74,428 in PPP loans to which they were not entitled.

Judicial proceedings for the codefendants, including five Amtrak employees, are ongoing.

OUR INVESTIGATION FOUND THAT OCTAVIA AND REGINA MURPHY, ALONG WITH 12 ALLEGED CO-DEFENDANTS, SUBMITTED FALSE INFORMATION TO THE SMALL BUSINESS ADMINISTRATION AND ITS PARTICIPATING LENDERS TO RECEIVE EIDL ADVANCES, PPP LOANS, AND PPP LOAN FORGIVENESS. OCTAVIA MURPHY ORCHESTRATED A SCHEME WHEREBY SHE SUBMITTED FALSE APPLICATIONS CONTAINING MATERIAL MISSTATEMENTS AND FICTITIOUS DOCUMENTATION TO MAKE CLAIMS FOR PANDEMIC RELIEF PROGRAMS ON BEHALF OF HERSELF AND THE OTHER CO-CONSPIRATORS, FOR WHICH SHE WAS PAID KICKBACKS.



Six Charged in Pandemic Relief Conspiracy

November 2025

Six family members were indicted November 17, 2025, for allegedly conspiring to steal more than \$166,000 in federal pandemic relief funds. The group allegedly fraudulently applied for PPP and EIDL loans.

Karima Branche, 46, of Brooklyn; Faye Wilkie-Fields, 68, of Brooklyn; Wilworth Branche, 70, of Georgia; Carol Horton, 68, of Brooklyn; Monique Horton, 38, of Brooklyn; and Paul Neufville, 41, of Florida were variously charged in a 23-count indictment with fourth-degree conspiracy, second-degree grand larceny, 11 counts of third-degree grand larceny, two counts of fourth-degree grand larceny, seven counts of first-degree falsifying business records, and one count of third-degree attempted grand larceny.

In addition to the PPP loan fraud charges, Karima Branche was charged with third-degree grand larceny related to an EIDL advance. Wilkie-Fields was charged with attempted third-degree grand larceny related to an EIDL advance. Carol Horton and Monique Horton were also charged with third- and fourth-degree grand larceny for allegedly fraudulently obtaining Pandemic Unemployment Assistance benefits from the New York State Department of Labor.

Neufville allegedly coordinated the applications and received payments from several co-defendants ranging from \$500 to \$2,500 marked for “services.”

Investigators found that the defendants later submitted loan forgiveness applications claiming that at least 60 percent of the proceeds were used for payroll.

SIX FAMILY MEMBERS WERE INDICTED NOVEMBER 17, 2025, FOR ALLEGEDLY CONSPIRING TO STEAL MORE THAN \$166,000 IN FEDERAL PANDEMIC RELIEF FUNDS. THE GROUP ALLEGEDLY FRAUDULENTLY APPLIED FOR PPP AND EIDL LOANS.

Employee Agrees to Civil Settlement

October 2025

An electrician based in New Orleans, Louisiana, signed a civil settlement agreement on October 29, 2025, with the U.S. Attorney’s Office, Eastern District of Louisiana. The employee agreed to pay \$23,579 in damages and a penalty of \$5,000 for the improper receipt of a PPP. Our investigation found that he falsified a PPP loan application, resulting in receipt of a \$20,833 loan to which he was not entitled.



OFFICE OF INVESTIGATIONS

Employee Agrees to Civil Settlement

October 2025

A trackman based in New Orleans, Louisiana, signed a civil settlement agreement on October 29, 2025, with the U.S. Attorney's Office, Eastern District of Louisiana. The employee agreed to pay \$10,000 in restitution and a penalty of \$4,000 for the improper receipt of an EIDL advance. Our investigation found that he falsified an EIDL loan application, resulting in receipt of a \$10,000 loan to which he was not entitled.

Employee Agrees to Civil Settlement

October 2025

A pipe fitter based in New Orleans, Louisiana, signed a civil settlement agreement on October 29, 2025, with the U.S. Attorney's Office, Eastern District of Louisiana. The employee agreed to pay \$22,299 in damages and a penalty of \$5,000 for the improper receipt of a PPP. Our investigation found that he falsified a PPP loan application, resulting in receipt of a \$19,625 loan to which he was not entitled.

Pre-Trial Diversion Agreement

October 2025

A train attendant based in Chicago, Illinois, entered into a pre-trial diversion agreement on October 7, 2025, with the United States Attorney's Office and the United States District Court, where she agreed to a period of 18 months of supervised release and



restitution of \$30,933. Our investigation found that the employee applied for and received two PPP loans for economic losses resulting from the pandemic related to self-employment or a business she allegedly owned. The loan applications included false statements and information, resulting in receipt of \$25,833 to which she was not entitled.

Health Care Fraud

Former Employees Sentenced, Plead Guilty

January 2026-March 2026

Four former employees—Kevin Frink, of Willingboro, New Jersey; Dion Jacob, of Brooklyn, New York; David Lonergan, of Rockaway Park, New York; and Quinton Johnson, of Irvington, New Jersey—were sentenced on January 8, 2026, February 18, 2026, March 4, 2026, and March 31, 2026, respectively, in the U.S. District Court for the District of New Jersey. Frink was sentenced to 2 years of probation and ordered to pay \$460,174 in restitution; Jacob was sentenced to 2 years of probation and ordered to pay \$1,315,259 in restitution; Lonergan was sentenced to 3 years of probation and 4 months of home confinement, and ordered to pay \$627,801 in restitution; and Johnson was sentenced to 2 years of probation and ordered to pay \$141,666 in restitution. According to court documents, Frink, Jacob, Lonergan, and Johnson were given cash kickbacks for allowing health care providers to use their insurance information to fraudulently bill Amtrak's health care plan for services that were never provided and that were not medically necessary.

Timothy Bogen, a former Amtrak employee of Hamden, Connecticut, pleaded guilty January 21, 2026, to participating in the same scheme. Bogen was the last of 12 Amtrak employees to plead guilty (including the four previously mentioned) for his part in the scheme. Of the 12, eight have been sentenced to probation and were ordered to pay restitution.

In May 2025, our office issued an investigative report to Amtrak detailing the widespread scheme in which at least 119 employees conspired with New York health care providers to bilk Amtrak’s health care plan from 2019 to 2022. The employees implicated in the scheme, based in Pennsylvania, Delaware, New Jersey, New York, Maryland, Connecticut, and Washington, D.C., accepted cash kickbacks from three 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 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.

IN MAY 2025, OUR OFFICE ISSUED AN INVESTIGATIVE REPORT TO AMTRAK DETAILING THE WIDESPREAD SCHEME IN WHICH AT LEAST 119 EMPLOYEES CONSPIRED WITH NEW YORK HEALTH CARE PROVIDERS TO BILK AMTRAK’S HEALTH CARE PLAN FROM 2019 TO 2022. THE EMPLOYEES IMPLICATED IN THE SCHEME, BASED IN PENNSYLVANIA, DELAWARE, NEW JERSEY, NEW YORK, MARYLAND, CONNECTICUT, AND WASHINGTON, D.C., ACCEPTED CASH KICKBACKS FROM THREE HEALTH CARE PROVIDERS IN EXCHANGE FOR THE USE OF THEIR INSURANCE INFORMATION, AND IN SOME CASES, THAT OF THEIR DEPENDENTS.



Other Settlements, Resolutions, or Crimes

Unemployment Fraud

January 2026

Ajmal Atherton, a resident of Brooklyn, New York, was sentenced on January 28, 2026, in Kings Supreme Criminal Court, to three years of probation and was ordered to pay \$35,250 in restitution. Our investigation found that Atherton applied for and received over \$35,000 in fraudulent New York State unemployment benefits. This investigation was initiated after receiving information alleging that Atherton and a former Amtrak employee were involved in identity theft and other crimes. No charges were filed against the former Amtrak employee.

Atherton previously pleaded guilty on October 29, 2025, to grand larceny and offering a false instrument for filing.

Four Executives of Masonry Firm Sentenced

November 2025

Khaled Dallo, an executive with a masonry restoration contractor hired by Amtrak for façade restoration and repair at 30th Street Station, was sentenced on November 21, 2025, to two months in prison, one year of probation, and 120 hours of community service, and was ordered to pay a \$20,000 fine and joint restitution of more than \$2 million for conspiracy to commit federal program bribery.

Dallo, a vice president at the masonry firm, was the last of four executives with the same firm to be sentenced in the bribery case. The executives at the firm, including the firm’s president and owner, conspired to bribe a former Amtrak project manager with approximately \$323,686 worth of paid vacations, jewelry, cash, dinners, entertainment, transportation, and other items of value. In exchange, the former project manager approved over \$52 million in additional change orders and contract modifications and provided the contractor with internal information about the project. As a result of the years-long scheme, Amtrak was overbilled by approximately \$2 million

OFFICE OF INVESTIGATIONS

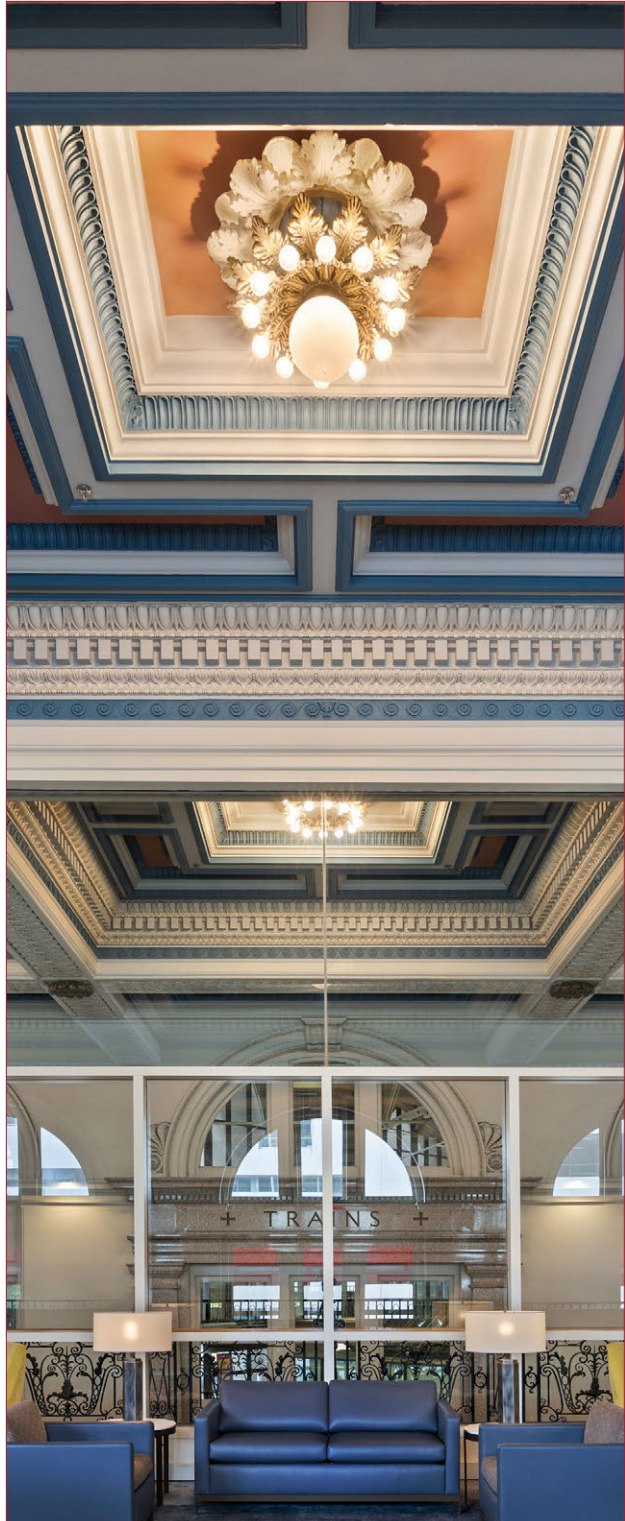
for the repair and restoration work. Federal funding supplied 90 percent of the money Amtrak used to pay the contractor for the project. Amtrak OIG initiated the investigation after a hotline tip alerted its agents to the scheme.

Other executives sentenced for their roles in the scheme include:

- Mark Snedden, the contracting firm’s president, who was sentenced on October 1, 2025, to 90 months in prison, one year of supervised release, and a \$250,000 fine.
- Lee Maniatis, the firm’s Chief Operating Officer, who was sentenced on October 24, 2025, to 18 months in prison and three years of probation.
- Donald Seefeldt, the firm’s senior executive vice president, who was sentenced on June 3, 2025, to 57 months in prison, one year of probation, and 59 hours of community service, and was fined \$50,000.

All four of the firm’s executives were also ordered to pay more than \$2 million in joint restitution. The FRA also suspended the four men and Snedden’s firm from participating in all federally funded procurement and non-procurement activities.

EXECUTIVES AT THE FIRM, INCLUDING THE FIRM’S PRESIDENT AND OWNER, CONSPIRED TO BRIBE A FORMER AMTRAK PROJECT MANAGER WITH APPROXIMATELY \$323,686 WORTH OF PAID VACATIONS, JEWELRY, CASH, DINNERS, ENTERTAINMENT, TRANSPORTATION, AND OTHER ITEMS OF VALUE. IN EXCHANGE, THE FORMER PROJECT MANAGER APPROVED OVER \$52 MILLION IN ADDITIONAL CHANGE ORDERS AND CONTRACT MODIFICATIONS AND PROVIDED THE CONTRACTOR WITH INTERNAL INFORMATION ABOUT THE PROJECT.



PENNSYLVANIA STATION



APPENDIX A: STATISTICAL DATA

TABLE A.1. FINANCIAL IMPACT

MONETARY BENEFIT TYPE	AMOUNT THIS PERIOD
Better Use of Funds	—
Questioned Costs	—
Civil Settlement	\$99,879
Criminal Fine	\$270,000
Recoveries and Restitution	\$3,021,040
Forfeitures	\$489,558
Cost Avoidance	\$1,766,079

TABLE A.2. AUDIT ACTIVITY DURING THE PERIOD

REPORT INFORMATION	BETTER USE OF FUNDS	QUESTIONED COSTS
The Company Has Made Progress Supporting the Hudson Tunnel Project but Has Opportunities to Reduce Its Risk <i>Issued December 15, 2025 Report No. OIG-A-2026-001</i>	—	—
Improved Planning for Maintenance Facility Upgrades Could Help the Company Better Meet Its Fleet Goals <i>Issued December 18, 2025 Report No. OIG-A-2026-002</i>	—	—
Quality Control Review of the Independent Audit of Amtrak’s Consolidated Financial Statements for Fiscal Year Ended 2025 <i>Issued December 19, 2025 Report No. OIG-A-2026-003</i>	—	—
Total Monetary Impact	—	—



TABLE A.3. ONGOING AUDITS

ONGOING PROJECT STATUS	NUMBER OF PROJECTS
Audit Projects In-process, as of 9/30/2025	12
Audit Projects Canceled	—
Canceled Audit Projects Not Disclosed to the Public	—
Audit Projects Started Since 9/30/2025	4
Audit Products Issued Since 9/30/2025	3
Audit Projects In-process, as of 3/31/2026	13

TABLE A.4. ADVISORY FUNCTIONS DURING THE PERIOD

ACTIVITY	ACTIONS
Freedom of Information Act (FOIA) Requests Received	10
FOIA Requests Processed	10
FOIA Requests Referred to Amtrak	3
FOIA Requests with Responses Pending	1
FOIA Appeals Received	—
FOIA Appeals Processed	—
Legislation Reviewed	—
Regulations Reviewed	7
Outside Agency Consultation	8

TABLE A.5. INVESTIGATIVE ACTIVITY DURING THE PERIOD

INVESTIGATIVE CASELOAD	NUMBER
Investigations Opened	44
Investigations Closed	47
Closed Investigations of Senior Employees Not Publicly Disclosed	1 ^a

CASES OPENED	NUMBER
Major Misconduct and General Crimes	37
Health Care Fraud	—
Contract and Procurement Fraud	6
Federal Employers' Liability Act and Other Claims Fraud	1

APPENDIX A

HOTLINE ACTIVITY	NUMBER
Total Processed (Closed)	221

JUDICIAL AND ADMINISTRATIVE ACTIONS	NUMBER
Criminal Referrals to the Department of Justice (DOJ)	28
Civil Referrals to the DOJ	3
Criminal Referrals to State and Local Prosecuting Authorities	7
Criminal Referrals Declined	10
Arrests	23
Indictments/Informations ^b	20 ^b
Convictions	11
Investigative Reports Issued to the Company	17
Administrative Actions	33

ADMINISTRATIVE REMEDIES FOR FALSE CLAIMS AND STATEMENTS	NUMBER
Pending Cases	—
Resolved Cases	—
Average Length of Time to Resolve Cases	—
Agency Decisions Appealed 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 The allegations in this case were unsubstantiated, and the case was closed.

^b 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. Nine of the indictments/informations reported during this reporting period were referred for prosecution in a prior reporting period.

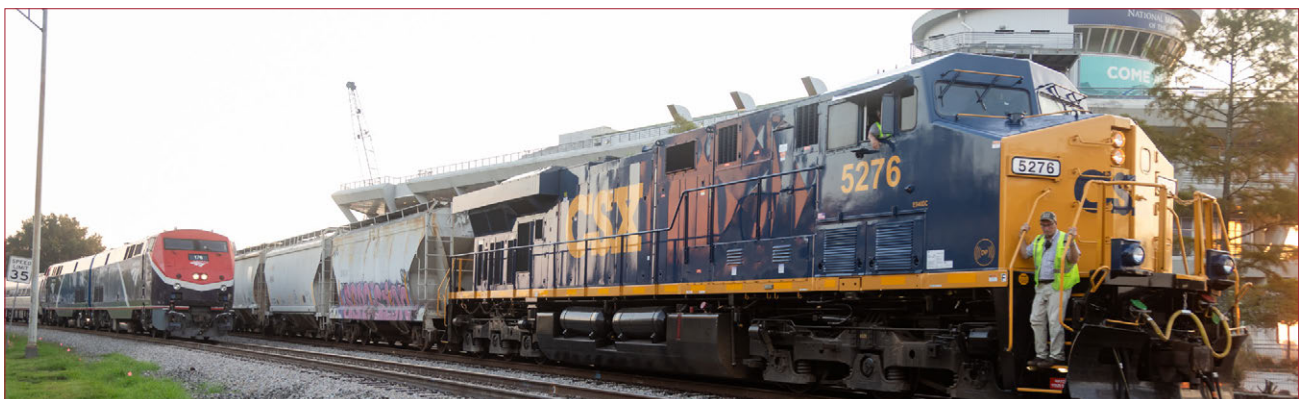


TABLE A.6. REPORTS DESCRIBED IN PREVIOUS SEMIANNUAL REPORTS FOR WHICH CORRECTIVE ACTIONS ARE NOT COMPLETE^a

REPORT INFORMATION	BETTER USE OF FUNDS	QUESTIONED COSTS
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>		
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.	—	—
Stronger Controls Would Help Identify Fraudulent Medical Claims Sooner and Limit Losses <i>Issued December 10, 2019 Report OIG-A-2020-003</i>		
2. Implement proactive fraud detection procedures sooner, such as a data analytics capability, so that the company can stop fraudulent payments earlier.	—	—
3a. Implement cost effective fraud awareness initiatives to enable plan members to better recognize and report potential fraud.	—	—
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>		
1. 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.	—	—
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>		
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.	—	—
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.	—	—

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<p>3. 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>—</p>	<p>—</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>—</p>	<p>—</p>
<p><i>Company Is Strengthening Project Cost Management but Can Better Organize Costs and Improve Guidance 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: a. how many levels of cost detail project managers need to effectively track and manage costs for a diverse capital portfolio b. the extent to which projects or programs should have work breakdown structures with standardized cost elements c. 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>	<p>—</p>	<p>—</p>
<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>	<p>—</p>	<p>—</p>
<p><i>Company Improved Management of New Acela Program, but Additional Delays and Cost Increases are Likely Issued September 29, 2023 Report No. OIG-A-2023-013</i></p>		
<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>	<p>—</p>	<p>—</p>

<p>Amtrak Has Opportunities to More Effectively Protect Its Information Systems and Data from Insider Threats <i>Issued December 11, 2023 Report No. OIG-A-2024-001</i></p>		
<p>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.</p>	—	—
<p>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>	—	—
<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>		
<p>5. Develop and begin implementing a risk-based plan to secure inventory facilities across the company.</p>	—	—
<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>		
<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.</p>	—	—
<p>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.</p>	—	—
<p>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.</p>	—	—
<p>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>	—	—

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<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>		
<p>1. Establish a process to take future projects’ constructability into account when assessing track outage and force account needs.</p>	—	—
<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>		
<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.</p>	—	—
<p>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.</p>	—	—
<p>Company Established a Management Framework for Long Distance Fleet Replacement Program but Can Improve Risk Management and Clarify Lines of Authority <i>Issued December 13, 2024 Report No. OIG-A-2025-001</i></p>		
<p>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.</p>	—	—
<p>3. Update the program’s risk register to include contingency plans for high impact risks.</p>	—	—
<p>Results of Audit Assessing the Company’s Disaster Recovery Practices for Its Operational Technology Systems <i>Issued January 31, 2025 Report No. OIG-A-2025-003</i></p>		
<p>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.</p>	—	—
<p>3. Develop and begin implementing a technology refresh plan with milestones for replacing outdated OT devices.</p>	—	—
<p>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></p>		
<p>1. Develop, implement, and document a comprehensive process for proactively identifying and managing the risk of train strikes. In the context of this new process, the company should consider formalizing successful initiatives that it is currently piloting, as well as expanding implementation of the key practices we identified in this report.</p>	—	—

<p>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></p>		
<p>1. Develop and implement a process to assess ongoing solicitations for compliance with the company’s procurement manual</p>	—	—
<p>2. Develop and implement additional guidance to help contracting officers determine when to require end users to provide more detailed cost estimates, in line with leading practices, and consider adjusting its policies accordingly.</p>	—	—
<p>3. Implement a companywide process to consistently collect and analyze key pre-award data elements, such as those we raised for the company’s consideration in our April 2024 report, as necessary to identify indicators of fraud.</p>	—	—
<p>4. Develop and implement mandatory, recurring fraud training for employees involved in the pre-award phase. At a minimum, this training should include how to detect indicators of the fraud schemes that most commonly occur during this phase.</p>	—	—
<p>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></p>		
<p>1. Develop, document, and implement a strategy with clear goals, metrics, and priorities to guide efforts for improving customer service to passengers with disabilities. This strategy should also clarify roles and responsibilities, including how the relevant departments should coordinate on accessibility issues.</p>	—	—
<p>2. Strengthen and document a process for collecting, tracking, and resolving all accessibility-related complaints—including defining timelines for resolving them—in accordance with federal regulation.</p>	—	—
<p>3. Begin tracking and using other relevant data sources to improve visibility over the quality of the company’s customer service to passengers with disabilities and to inform the strategy it develops.</p>	—	—
<p>4. Formalize a process to regularly train all customer-facing employees and supervisors on interacting with passengers with disabilities in accordance with federal regulation. This should include clarifying the responsibility for enforcing this requirement and which employees and supervisors should receive training.</p>	—	—

APPENDIX A

5. Establish and document a process to ensure that the company fully considers passengers with disabilities in any efforts to improve the communication of essential travel information.	—	—
6. Assess the costs and benefits of options to improve access to onboard amenities, such as food service, for passengers with disabilities. Based on this analysis, develop a proposal of any potential improvement options and submit it to the Executive Leadership Team for consideration.	—	—
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>		
1. Define the company’s requirements for managing and monitoring FMLA leave use, including the tools and data it needs for effective oversight and workforce planning.	—	—
2. Assess the costs and benefits of potential solutions to address the company’s requirements for managing and monitoring FMLA leave use. Options the company could consider include: (1) outsourcing all oversight activities, (2) developing an internal team or software to manage and monitor leave use, and (3) a combination of these strategies, or others as appropriate.	—	—
3. Based on the company’s cost-benefit analysis, select a strategy that would most effectively meet company requirements and develop a plan to implement it.	—	—
4. Based on the strategy the company ultimately selects, reassess staff roles and communicate changes as necessary.	—	—
5. In the interim, develop a process to regularly communicate FMLA oversight expectations and train staff on their respective roles and responsibilities.	—	—
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
20-0009-I	Fraudulent Medical Billings	Unsubstantiated	March 30, 2026
26-0016-I	Computer Misuse	Unsubstantiated	March 25, 2026
26-0002-I	Fuel Card Fraud	Substantiated - Restatement of Policy reminding personnel of proper use of fuel card	March 25, 2026
25-0112-I	Ethics and Behavior Policy Violation	Unsubstantiated	March 25, 2026
26-0012-I	Leave Policy Violations	Unsubstantiated	March 20, 2026
24-0002-PA	IIJA Related	Proactive Review	March 17, 2026
24-0111-I	Pandemic Relief Fraud	Unsubstantiated	March 17, 2026
24-0110-I	Pandemic Relief Fraud	Unsubstantiated	March 17, 2026
24-0108-I	Pandemic Relief Fraud	Unsubstantiated	March 17, 2026
24-0009-AI	Time and Attendance Fraud	Substantiated - Two employees resigned while under investigation for working full-time job on company time	March 6, 2026
25-0108-I	Theft of Property	Unsubstantiated	March 5, 2026
25-0063-I	Theft of Property	Unsubstantiated	March 5, 2026
24-0091-I	Violence, Sexual Assault, Assault	Unsubstantiated	March 5, 2026
26-0031-I	Violation of Amtrak Policy - Other	Unsubstantiated	March 2, 2026
25-0107-I	Ethics and Behavior Policy Violation	Substantiated - Employee terminated for misrepresenting role at company to outside parties and seeking personal identifying information	March 2, 2026
26-0029-I	Ethics and Behavior Policy Violation	Substantiated - Employee resigned for bringing discredit to company	February 26, 2026

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26-0028-I	Assisting Law Enforcement	Assisted Other Agency	February 26, 2026
26-0018-I	Drug Investigation	Substantiated - Restatement of Policy reminding train crews of the policy prohibiting accepting personal items to be transported on trains	February 26, 2026
26-0010-I	Falsification/ Forgery Related to Amtrak Documents	Unsubstantiated	February 26, 2026
25-0091-I	Falsification/ Forgery Related to Amtrak Documents	Unsubstantiated	February 26, 2026
25-0059-I	Pandemic Relief Fraud	Substantiated - Employee agreed to civil settlement for improper receipt of pandemic funds	February 26, 2026
25-0053-I	Pandemic Relief Fraud	Substantiated - Employee agreed to civil settlement for improper receipt of pandemic funds	February 26, 2026
25-0048-I	Pandemic Relief Fraud	Substantiated - Employee agreed to civil settlement for improper receipt of pandemic funds	February 26, 2026
25-0035-I	Pandemic Relief Fraud	Substantiated - Employee agreed to civil settlement for improper receipt of pandemic funds	February 10, 2026
25-0096-I	Ethics and Behavior Policy Violation	Unsubstantiated	February 4, 2026
25-0056-I	Computer Intrusion	Substantiated - Contract employee terminated and reimbursement paid to Amtrak	February 4, 2026
21-0260-I	Embezzlement	Substantiated - Individual sentenced to probation and ordered to pay restitution for fraudulent receipt of unemployment benefits	January 28, 2026
25-0111-I	Ethics and Behavior Policy Violation	Substantiated - Employee resigned for secretly recording conversation with supervisor	January 21, 2026
25-0122-I	Theft of Property	Unsubstantiated	January 20, 2026
25-0084-I	Other Amtrak Projects	Substantiated - Contract terminated and all contracted employees associated with the contract were off-boarded	January 20, 2026

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25-0043-I	Leave Policy Violation	Unsubstantiated	January 15, 2026
19-0403-I	E-Voucher Fraud	Substantiated - Individual sentenced on drug possession charge	January 15, 2026
25-0065-I	Theft of Property	Substantiated - Employee resigned for suspected theft of cash	January 9, 2026
25-0072-I	Leave Policy Violation	Substantiated - Employee resigned for submitting falsified records to obtain FMLA leave	January 7, 2026
24-0047-I	Other Amtrak Projects	Unsubstantiated	January 5, 2026
25-0081-I	Embezzlement	Unsubstantiated	December 31, 2025
24-0010-AI	Time and Attendance Fraud	Substantiated - Employee terminated for engaging in outside employment while on a medical leave of absence	December 31, 2025
25-0014-I	Travel Fraud	Substantiated - Employee resigned for misuse of rail pass privileges	December 10, 2025
25-0115-I	Conflict of Interest	Unsubstantiated	December 5, 2025
24-0102-I	Ethics and Behavior Policy Violation	Unsubstantiated	December 3, 2025
25-0082-I	Leave Policy Violation	Unsubstantiated	December 1, 2025
25-0109-I	Violence, Sexual Assault, Assault	Substantiated - Policy change regarding timely collection of Amtrak property and assets when offboarding employees	November 19, 2025
24-0082-I	Drug Investigation	Substantiated - Employee terminated for violating several company policies	November 18, 2025

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23-0573-I	Time and Attendance Fraud	Substantiated - Four employees terminated, one resigned and another issued a letter of reprimand for time and attendance fraud	October 9, 2025
25-0071-I	Leave Policy Violation	Substantiated - Employee terminated for failing to report convictions and misusing medical leave	October 1, 2025
25-0044-I	Ethics and Behavior Policy Violation	Substantiated - Two employees terminated for allowing unticketed individual to place unknown package on train	October 1, 2025
25-0031-I	Leave Policy Violation	Substantiated - Employee terminated for taking a medical leave of absence while incarcerated	October 1, 2025
24-0073-I	Fraudulent Medical Billings	Unsubstantiated	October 1, 2025





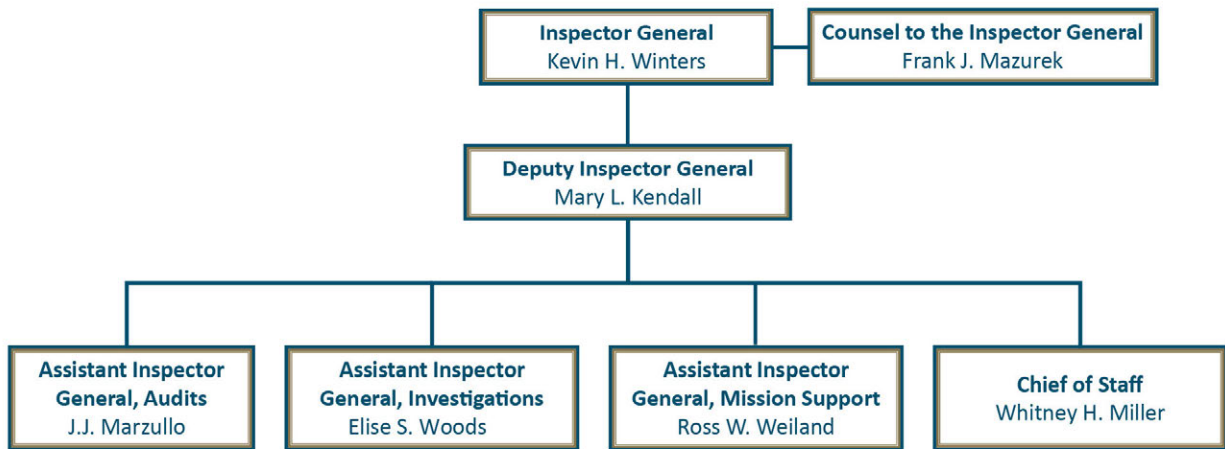
APPENDIX B: REVIEW OF LEGISLATION, REGULATIONS, AND MAJOR POLICIES



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 seven Amtrak corporate policies or mandates and continued its efforts to ensure the American taxpayers' dollars entrusted to Amtrak were protected.

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

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
FRA	Federal Railroad Administration
FY	Fiscal Year
GDC	Gateway Development Commission
HTP	Hudson Tunnel Project
IIJA	Infrastructure Investment and Jobs Act
IPA	Independent Public Accountant
NEC	Northeast Corridor
OIG	Office of Inspector General
OT	Operational Technology
PCY	Penn Coach Yard
PPP	Paycheck Protection Program
PTC	Positive Train Control
SOGR	State of Good Repair
the company	Amtrak
USAO	U.S. Attorney's Office

APPENDIX F: REPORTING REQUIREMENTS

INSPECTOR GENERAL ACT CITATION	REPORTING REQUIREMENT	PAGE
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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

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