



**AMTRAK** | Office of  
Inspector General  
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**NATIONAL RAILROAD PASSENGER CORPORATION**

# **BUDGET ESTIMATE: FISCAL YEAR 2013**

SUBMITTED FOR THE USE OF THE COMMITTEES ON APPROPRIATIONS,  
US SENATE AND US HOUSE OF REPRESENTATIVES

**February 10, 2012**



# TABLE OF CONTENTS

INSPECTOR GENERAL’S OVERVIEW ..... 2

MISSION, VISION, AND  
GUIDING PRINCIPLES AND VALUES..... 5

ORGANIZATION ..... 6

APPROPRIATIONS LANGUAGE..... 7

SUMMARY OF FISCAL YEAR 2013  
BUDGET REQUEST ..... 8

KEY FOCUS AREAS FOR FISCAL YEAR 2013  
OIG WORK..... 9

BUDGET TABLES..... 14-19

NATIONAL RAILROAD PASSENGER CORPORATION  
OFFICE OF INSPECTOR GENERAL

FISCAL YEAR (FY) 2013 BUDGET REQUEST

**Inspector General's Overview**

The Amtrak Office of Inspector General (OIG) is committed to carrying out its mission under the *Inspector General Act of 1978* (as amended) as a high-performing OIG—delivering timely, high quality, and value-added work to help improve the economy, efficiency, and effectiveness of Amtrak programs and operations. In so doing, we exercise independent oversight of Amtrak—conducting audits, inspections and evaluations, and investigative work—that provides Amtrak, its customers, the public, and the Congress with unbiased assessments of Amtrak programs and operations.

The OIG's FY 2013 budget request is \$22 million consistent with the President's budget request. Funding at this level will allow us to identify new opportunities for Amtrak to save money and improve in key focus areas; reduce fraud, waste, and abuse; and conduct follow-up work to help Amtrak realize savings opportunities from our past recommendations.

We are committed to the highest standards of excellence in achieving our mission and to being good stewards of our resources. The steps we have taken to increase our skills, capabilities, and capacity, as well as our attention to key focus areas that can have the largest positive impact on Amtrak's operations, have led and will continue to lead to significant improvements in Amtrak's economy, efficiency, and effectiveness.

Our audit, and inspection and evaluation work has centered on six key focus areas: Amtrak governance, acquisition and procurement, information technology, train operations and business management, human capital management, and Recovery Act activities. In FY 2010 we identified \$21 million in saving opportunities and issued six reports. In FY 2011 we issued 16 reports and identified over \$361 million in questioned and unsupported costs and funds to be put to better use. This combined savings of \$382 million equates to a return of \$9.43 for each dollar invested in OIG operations for fiscal years 2010 and 2011.

Highlights of our efforts this past year include:

- Two audit reports reviewing American Recovery and Reinvestment Act (ARRA) funding for Amtrak identified \$168.4 million that could be put to better use on security (\$41.5 million) and infrastructure projects (\$126.9 million).
- Our evaluation of Amtrak's FY 2010 Fleet Strategy, which estimates expenditures of \$8.9 billion over the next 10 years, identified seven areas where Amtrak could improve the strategy and potentially reduce some costs, including: (1) conducting additional and more detailed analysis to determine future equipment requirements and equipment optimal life, and (2) using a business-plan approach to enhance and replace the Acela fleet.
- Two evaluation reports in the human capital area determined that little progress has been made by Amtrak in implementing our recommendations to (1) help ensure that Amtrak employees, passengers, and the public are protected from accidents due to alcohol and drug use, and (2) update human capital management, training, and employee development so that Amtrak operations are not hindered by ineffective processes. Based on our follow-up work, Amtrak management has committed to reinvigorating efforts to address our recommendations in these important areas.
- An audit identified \$519,000 in overpayments made to a freight railroad based on inaccurate invoices and weak internal controls for reviewing invoices. We recommended that Amtrak expedite its plan for addressing long-standing weaknesses and increase its invoice review capabilities.
- An audit assessing Amtrak's performance in meeting the Americans with Disabilities Act (ADA) requirements found that the company has been working to make stations compliant, but has faced serious challenges. These include fragmented program management, lack of accountability, weaknesses in program cost estimates, and gaps in its compliance plans.

Our Investigative staff worked collaboratively and proactively with Amtrak management to begin focusing attention on detecting and preventing potential fraud in areas of substantial interest and importance to the company. In FY 2011 the Office of Investigations secured one indictment, two convictions, and \$156,000 in cost savings and recoveries. During FY 2011, Investigations opened 40 cases, closed 292 cases, and processed 312 hotline complaints.

In addition to delivering value-added work, we continue to make progress in ensuring that we operate as a mainstream OIG and working toward our goal of becoming a model OIG.

In this regard, during FY 2011 we completed a number of important actions to enhance our operations and have others underway during FY 2012, addressing, among other things, recommendations to improve OIG policies and processes from the 2010 National Academy of Public Administration (NAPA) organizational assessment. In FY 2011, we

- made significant progress in restructuring and retooling the Office of Investigations. We ensured that all criminal investigators met the qualifications, training, and competency requirements of the Council of Inspectors General for Integrity and Efficiency (CIGIE). The Office of Investigations also continues to revise policy directives to ensure compliance with CIGIE standards. In addition to hiring highly qualified experience Investigative staff, Investigations has streamlined its office structure.
- completed an outside review of the Administrative Services unit (now Mission Support) and acted to implement the specific recommendations to restructure the activity, including hiring an experienced executive to lead this office;
- completed an organizational assessment and restructuring of the Office of Audits;
- created an Office of Quality Assurance and Internal Affairs;
- established an Office of Congressional and Public Affairs; and
- completed actions on the initial NAPA recommendations and established teams to address the remaining recommendations. A significant accomplishment was bringing our audit component more in line with Government Accountability Office standards by upgrading our TeamMate working paper software to a more current and capable edition, and providing all audit staff with training on the use of this new tool.

In addition, as required by the FY 2010 Consolidated Appropriations Act (P.L. 111-117), we continued to implement recommendations to establish an effective working relationship with Amtrak in the spirit of the Inspector General Act of 1978, as amended. A relationship policy established in 2010 between Amtrak management and the OIG was evaluated by the Farm Credit Administration Inspector General, who concluded that the policy was consistent with the Inspector General Act of 1978, as amended.

The Appropriations Act also required a second evaluation of the policy 1 year after its implementation. This evaluation, undertaken by the Inspector General of the U.S. Postal

Service, reported in October 2011 that Amtrak and the OIG “have made operational OIG independence a high priority by undertaking significant organizational changes . . . and have implemented 11 out of 15 initiatives to remediate identified independence issues.”

Finally, the Performance Measurements Team, formed to guide implementation of the NAPA recommendations on developing Amtrak OIG measures, has completed draft metrics for each of the OIG’s Strategic Goal. These measures will be finalized in FY 2012.

## Mission

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

## Vision

The Amtrak OIG will operate as a model OIG, generating objective and sophisticated products that add value. Utilizing state-of-the-art infrastructure and support systems, and following efficient, disciplined processes that meet the standards of the accountability community, our diverse and talented team will work effectively and transparently with, but independently from, Amtrak management.

## Guiding Principles and Values

Amtrak’s Office of Inspector General’s principles and values are important because they form the building blocks used to accomplish our mission and conduct day-to-day operations:

- **High Quality, Relevance, and Timeliness**—Provide valuable and timely service. Work products are high quality, relevant, timely, add value, and are responsive to the needs of Amtrak and its stakeholders.
- **Innovation**—Be innovative, question existing procedures, and suggest

improvements. New ideas and creativity are fundamental to continued growth, development, and problem solving.

- **Respecting and Developing People**—Create an environment that supports gathering, sharing, and retaining knowledge; fosters treating everyone fairly and with mutual respect through words and actions; ensures professional growth; and values the diverse backgrounds, skills, and perspectives of employees.
- **Professionalism**—Be committed to our professional standards and foster relationships with stakeholders that rely on communication and cooperation. Relationships with program managers are based on a shared commitment to improving program operations and effectiveness.
- **Independence and Objectivity**—Be committed to carrying out our mission with objectivity and independence, both in appearance and fact.
- **Customer Service**—Strive to be aware of the needs of stakeholders and work with Amtrak’s chairman, the Board of Directors, and the Congress to improve program management.

## Organization

The OIG consists of six groups: Audits; Inspections and Evaluations; Investigations; General Counsel; Mission Support; and Congressional and Public Affairs. OIG is based in Washington, D.C., with field offices in Boston, Chicago, Los Angeles, New York, and Philadelphia.

The **Audits** group conducts performance and financially-related audits across the spectrum of Amtrak’s support and operational activities. It produces reports on those activities that are aimed at improving Amtrak’s economy, efficiency, and effectiveness, while seeking to detect and prevent fraud, waste, and abuse. The group conducts its work in accordance with generally accepted government auditing standards. During FY 2011, the Audit group produced 11 audit reports and one statement for testimony before Congress, identifying over \$361 million in questioned or unsupported costs or funds to be put to better use, as well as making recommendations to improve the economy and efficiency of Amtrak’s operations.

**Inspections and Evaluations (I&E)**, a relatively small group with specialized skills, conducts inspections and evaluations of Amtrak programs and operations to identify

opportunities to improve the cost efficiency and effectiveness and overall quality of service delivery throughout Amtrak. During FY 2011, the I&E group produced three reports that contained recommendations to improve Amtrak's human capital and fleet management activities.

The **Office of Investigations** (OI) focuses on deterring and detecting fraud, waste, and abuse in Amtrak's programs and operations. The results of investigations are referred to the Department of Justice for criminal prosecution or civil litigation, or to Amtrak for administrative action. The office develops recommendations to reduce Amtrak's vulnerability to criminal activity. To facilitate planning and managing investigative work, OI field offices are aligned with Amtrak's field operations. This allows OI to focus its efforts where there is the greatest potential for significant impact and potential criminal or civil action by the Department of Justice. This alignment also enhances OI responsiveness to the needs of Amtrak. During FY 2011, OI cases resulted in one indictment, two convictions, and approximately \$156,000 in cost savings and recoveries.

The **General Counsel** provides legal assistance and advice to OIG senior management and legal support for audits, evaluations, special reviews, and investigations. Counsel coordinates with outside attorneys including local and federal agencies and law enforcement authorities, and appears in court on behalf of OIG and its employees.

The **Office of Mission Support** provides independent administrative, budget and finance, communications, facilities management, human capital management, information technology, and procurement support to the OIG.

The **Office of Congressional and Public Affairs** serves as the OIG liaison and conducts OIG outreach with the U.S. Congress, other governmental entities, and the public.

## Appropriations Language

**NATIONAL RAILROAD PASSENGER CORPORATION  
OFFICE OF INSPECTOR GENERAL  
SALARIES AND EXPENSES**

*For necessary expenses of the Office of Inspector General for the National Railroad Passenger Corporation to carry out the provisions of the Inspector General Act of 1978, as amended, \$22,000,000: Provided, That the Inspector General shall have all necessary authority, in carrying out the duties specified in*

*the Inspector General Act, as amended (5 U.S.C. App. 3), to investigate allegations of fraud, against or affecting Amtrak, including false statements to Amtrak (with coverage under 18 U.S.C. 1001), by any person or entity: Provided further, That the Inspector General may enter into contracts and other arrangements for audits, studies, analyses, and other services with public agencies and with private persons, subject to the applicable laws and regulations that govern the obtaining of such services within the National Railroad Passenger Corporation: Provided further, That the Inspector General may select, appoint, and employ such officers and employees as may be necessary for carrying out the functions, powers, and duties of the Office of Inspector General, subject to the applicable laws and regulations that govern such selections, appointments, and employment within Amtrak: Provided further, That concurrent with the President's budget request for fiscal year 2014, the Inspector General shall submit to the House and Senate Committees on Appropriations a budget request for fiscal year 2014 in similar format and substance to those submitted by executive agencies of the Federal Government.*

## Summary of Fiscal Year 2013 Budget Request

	FY 2011	FY 2012	FY 2013
<b>President's Request (\$ millions)</b>	22.0	22.0	22.0
<b>Appropriation (\$ millions)</b>	19.3	20.5	TBD
<b>Prior Year Grant Funding<sup>a</sup> (\$ millions)</b>	-	2.7	-

<sup>a</sup>Prior year grant funds that expire September 30, 2012

**For FY 2013, the Amtrak Office of Inspector General requests \$22 million, consistent with the President's budget request.** This level of funding will support the work of a total staff of 99 persons, comprising auditors, investigators, evaluators, specialists, and support staff located in our Washington headquarters and five field offices. This budget includes \$198,000 for training requirements for the Inspector General's office for FY 2013, and \$19,200 to support the Council of the Inspectors General on Integrity and Efficiency (CIGIE).

In accordance with Public Law 110-409, the Inspector General Reform Act of 2008, the Inspector General certifies that the \$198,000 for staff training satisfies all known training requirements for FY 2013.

The OIG's FY 2013 budget request is broken down as follows:

- \$19.2 million is dedicated to personnel and related costs for a staff of 99.
- \$2.0 million is dedicated to operational and equipment expenses, including funding for office space, special equipment for criminal investigators, staff training, and information technology equipment and support services.
- \$500,000 is dedicated to consultants and contracted services.
- \$355,000 is dedicated to financial, accounting, and reporting services provided by the National Business Center of the U.S. Department of the Interior. The FY 2010 *Consolidated Appropriations Act* established a direct appropriation for the OIG, which necessitated additional annual expenditures for financial, accounting, and reporting services, and hiring new staff in order to implement this provision.

## **Key Focus Areas for FY 2013 OIG Work**

During FY 2013 we will focus our audit, inspection and evaluation, and investigative efforts in the areas discussed below, subject to available resources. Our overall goal will be to identify ways to improve the economy, efficiency, and effectiveness of Amtrak's programs and operations, while detecting and preventing fraud, waste, and abuse. Our focus will build on our FY 2012 Audit, Inspection and Evaluation Plan for addressing the issues discussed below.

### **Governance**

Over the past 10 years, the subject of corporate governance and risk management has received additional attention. Corporate governance is defined as a system of internal control encompassing policies, processes, and people, which serves the needs of shareholders and other stakeholders, by directing and controlling management activities with good business savvy, objectivity, accountability, and integrity. Effective risk management processes are essential in helping to avoid events that could prove to be catastrophic to an organization's financial and operational health.

During FY 2013 we will focus on assessing Amtrak's progress in implementing our recommendation to establish a risk management framework for the company. We will identify processes that have been established by Amtrak management and the Board of Directors to identify and mitigate risks. We will also review the effectiveness and efficiency with which these processes are being implemented.

### ***Acquisition and Procurement***

Amtrak's planned and reported expenditures in the areas of acquisition and procurement represent a significant portion of the company's budget each year. Amtrak's FY 2011 expenditures for fuel, power, and utilities totaled over \$337 million. Amtrak has ongoing and planned infrastructure and fleet investments that total in the billions of dollars. OIG reviews in these areas provide opportunities to improve resource utilization and reduce Amtrak's reliance on federal subsidies.

In FY 2013, our Audits group plans to conduct selected performance audits of Amtrak's acquisition and procurement policies, processes, and practices, to identify systemic risks and make recommendations for improvement. Our efforts will include pre- and post-award reviews of large contracts, with a goal of identifying cost savings and determining whether costs are being properly controlled, desired outcomes are being achieved, and appropriate oversight is occurring. Other potential audits include reviews of Amtrak's fuel purchase program and its cost-effectiveness, and use of strategic sourcing practices.

### ***Information Technology***

Passenger railroad businesses are labor- and capital-intensive. These businesses increasingly rely on modern information technology (IT) to improve labor and asset productivity and deliver safe and reliable customer service. Many of Amtrak's existing information systems and IT infrastructure in the areas of reservations and ticketing, supply chain, and operations are outdated, inefficient, and increasingly prone to failure. The increasing risk of failure in business-critical systems must be addressed to ensure resilience and continuity of operations. At the same time, addressing these issues will be costly.

During FY 2013 our work will focus on assessing the economy, efficiency, and effectiveness of Amtrak's key IT programs, such as the Information Technology Infrastructure Improvement Initiative, Centralized Electrification and Traffic Control

System, and Next Generation Reservation System. By leveraging data analytics capabilities, we also plan to assess the control effectiveness of Amtrak's business processes such as Purchase to Payment, Materials Management, Payroll, and Health Care benefits.

### ***Train Operations and Business Management***

Amtrak operates over 300 daily trains on over 21,000 miles of rails. It serves 528 stations in 46 states, 3 Canadian provinces, and the District of Columbia. In 2011, Amtrak transported more than 30 million intercity passengers. In addition to evaluating Amtrak's compliance with laws and federal regulations, we are continually looking for opportunities for Amtrak to improve the effectiveness and efficiency of its train operations and business management.

During FY 2013, as resources become available, we are considering audits or evaluations of Amtrak's high speed rail plans for the Northeast Corridor and Amtrak's customer-service initiatives.

### ***Human Capital Management***

Amtrak employs approximately 18,000 agreement-covered (union) employees and approximately 3,000 non-agreement covered (management) employees, located throughout the United States. Amtrak faces many of the same challenges and opportunities as do most other companies of its size in efficiently and effectively managing this large, diverse workforce. Being a service organization and the only intercity passenger rail operator in the United States, the effective development and management of its talented employees are critical to its success. Our work will focus on identifying opportunities for Amtrak to improve the efficiency and effectiveness of its human capital management policies and practices.

During FY 2013, we plan to focus on areas related to Amtrak's management of overtime and employee absenteeism. In addition, as resources become available, we are considering audits or evaluations of Amtrak's health care programs, looking to identify areas susceptible to fraud, waste, or abuse, and reviewing whether controls are adequate to limit the risks.

### ***American Recovery and Reinvestment Act of 2009***

The American Recovery and Reinvestment Act of 2009 (ARRA) authorized the Federal Railroad Administration (FRA) to provide \$1.3 billion to Amtrak through a grant agreement. This agreement allocated about \$850 million for capital projects for the repair, rehabilitation, or upgrade of railroad assets or infrastructure, and about \$450 million for capital security projects, including life safety improvements. The Act provided \$5 million in funding for our oversight through FY 2013. Our efforts are aimed at providing Congress with information on Amtrak's use of ARRA funds, to include validating costs incurred and the associated benefit to Amtrak. In addition, our work will review Amtrak's management of projects with a focus on improving project economy, efficiency, and effectiveness.

During FY 2013 we plan on continuing audits of selected major contracts awarded with ARRA funds to ensure that costs incurred were reasonable and allowable under the contract. Our goal will be to identify funds that can be put to better use.

### ***Safety and Security***

Since 2004, the need to protect rail infrastructure from terrorist attacks has been critical because of the bombings of the Madrid and Mumbai rail systems. Since 2005, the Department of Homeland Security Transit Security Grant Program has provided more than \$97 million in grant funding to Amtrak to protect critical infrastructure. Amtrak's Police Department has used these funds for planning and assessments, infrastructure protection, training, and public awareness and exercises. While most of our work involves safety and security issues, we intend to focus on Amtrak's use of grant funds to improve security and the efficiency and effectiveness of Amtrak's specific safety and security initiatives, policies and practices.

Potential topics for review during FY 2013 include the efficiency and effectiveness of security improvement efforts and the impact of the safe-to-safer program.

### ***Asset Management***

Amtrak owns over 2,000 pieces of rail equipment, with a replacement value of over \$12 billion. In addition, Amtrak owns over 1,300 facilities, 1,186 bridges, 17 tunnels, and over 600 miles of right-of-way, along with the associated signals, catenary, and track, valued at over \$17 billion. Optimizing the utilization of these assets will help Amtrak achieve its corporate goals and improve the overall financial health of the

company. Our work will focus on identifying opportunities for Amtrak to improve the utilization and management of its physical assets.

During FY 2013, as resources become available, we plan to continue to examine opportunities to improve the return from Amtrak's infrastructure assets, including an evaluation of the utilization and management of Amtrak's maintenance and construction equipment.

### **Office of Investigations**

The Amtrak OIG's Office of Investigations focuses its investigative resources to ensure that Amtrak's financial and physical assets, program integrity, and other areas of importance to the company are protected. Investigative priorities include product substitution and defective products used in rail operations and construction; other contract and procurement fraud such as bid rigging, false claims, and cost accounting fraud; bribery and kickbacks in the awarding of contracts; health care fraud; fraudulent injury and disability claims; and other serious misconduct by Amtrak employees and contractors. OI strives to detect and deter fraud by providing fraud-awareness training throughout the company and through other proactive initiatives.

**FY2013 BUDGET REQUEST BY APPROPRIATION ACCOUNT  
 NATIONAL RAILROAD PASSENGER CORPORATION  
 OFFICE OF INSPECTOR GENERAL  
 Appropriations  
 (\$000)**

<u>ACCOUNT NAME</u>	FY 2011 ACTUAL	FY 2012 APPROPRIATION	FY 2013 REQUEST
Salary & Expenses	19,254	20,500	22,000
Prior Year Grant Funding *	-	2,700	-

\* *Prior year grant funds that expire on September 30, 2012.*

**ARRA RECOVERY ACT OVERSIGHT SPENDING  
NATIONAL RAILROAD PASSENGER CORPORATION  
OFFICE OF INSPECTOR GENERAL  
(\$000)**

ACCOUNT NAME	FY09 - FY11 ACTUAL	FY 2012 PROJECTION	FY 2013 PROJECTION
ARRA Recovery Act Oversight Spending	2,292	1,142	1,566

\* \$5.0M in appropriation for the ARRA Recovery Act Oversight was granted for a period of five years from FY2009 till FY2013.

**OBJECT CLASSIFICATION**  
**NATIONAL RAILROAD PASSENGER CORPORATION**  
**OFFICE OF INSPECTOR GENERAL**  
**SALARIES & EXPENSES**  
**(\$000)**

<b>OMB ACCOUNT ID: 575-00-2996</b>		FY 2011	FY 2012	FY 2013
		ACTUAL	APPROPRIATION	REQUEST
Personnel Compensation:				
11.1	Full-time permanent	9,407	10,734	11,783
11.5	Other personnel compensation	0	2	2
11.9	Total personnel compensation	9,407	10,736	11,785
12.1	Personnel benefits	5,099	6,925	7,444
21.0	Travel and transportation of persons	286	335	344
22.0	Transportation of things	4	5	5
23.2	Rental payments to others	382	536	507
23.3	Comm., utilities and misc charges	394	269	268
24.0	Printing and reproduction	8	1	1
25.1	Advisory and assistance services	1,763	500	500
25.2	Other services from non-Federal sources	106	142	148
25.3	Other purchases of good and services from Gov. accounts	602	698	717
26.0	Supplies and materials	385	213	146
31.0	Equipment	818	140	135
99.0	Subtotal, direct obligations	19,254	20,500	22,000
99.9	Total obligations	19,254	20,500	22,000

Note: Numbers may not add up due to rounding.

**SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2013  
NATIONAL RAILROAD PASSENGER CORPORATION  
OFFICE OF INSPECTOR GENERAL  
(\$000)**

<b>ITEM</b>	<b>CHANGE FROM FY 2012 APPROPRIATION TO FY 2013 REQUEST</b>	<b>TOTAL</b>
<b>FY 2012 Base (Appropriations)</b>		
Salaries & Expenses - Appropriations, Ob. Lim., and Exempt Obligations		<b>20,500</b>
<b>Adjustments to Base</b>		
Annual merit increase	352	
Annual increase in purchase of goods and services from Gov. accounts	19	
<b>Subtotal, Adjustments to Base</b>		<b>371</b>
<b>New or Expanded Programs</b>		
8 Additional FTEs - Salaries & Benefits	1,216	
Travel expenses for additional FTEs	9	
Reduction in office rent due to renegotiation of lease with landlord at lower rates	(29)	
Training expenses for additional FTEs	6	
<b>Supplies and materials</b>		
Completion of building renovations at field locations in FY12	(74)	
Additional office supplies expenses	7	
Miscellaneous expense reductions	(7)	
<b>Subtotal, New or Expanded Programs Increases/Decreases</b>		<b>1,129</b>
<b>Total FY 2013 Request</b>		<b>22,000</b>

Note: Numbers may not add up due to rounding.

**PROGRAM AND FINANCING  
NATIONAL RAILROAD PASSENGER CORPORATION  
OFFICE OF INSPECTOR GENERAL  
(\$000)**

OMB ACCOUNT ID: 575-00-2996		FY 2011 ACTUAL	FY 2012 APPROPRIATION	FY 2013 REQUEST
<b>Obligations by program activity:</b>				
0.01	General Administration	19,254	20,500	22,000
0.91	Direct program activities, subtotal	19,254	20,500	22,000
9.00	<b>Total new obligations</b>	19,254	20,500	22,000
<b>Budgetary Resources:</b>				
<b>Unobligated Balance:</b>				
10.00	Unobligated Balance brought forward, Oct 1	38	112	112
10.21	Recoveries of prior year unpaid obligations	55	-	-
10.29	Unobligated balance withdrawn	-	-	-
10.50	Unobligated balance (total)	93	112	112
<b>Budget Authority:</b>				
<b>Appropriations, discretionary:</b>				
11.00	Appropriation	19,350	20,500	22,000
11.21	Appropriations, Transferred from Other Accounts	-	-	-
11.30	Appropriations permanently reduced	(39)	-	-
11.60	Appropriations, discretionary: (Total)	19,311	20,500	22,000
19.00	Budget Authority (total)	19,311	20,500	22,000
19.30	Total Budgetary Resources Available	19,311	20,500	22,000
<b>Status of budgetary resources</b>				
20.04	Direct obligations incurred (total)	19,293	20,500	22,000
22.01	Unobligated Bal: Apportioned: Avail in the current period	57	-	-
24.03	Unobligated Bal: Apportioned: Unapportioned: Other	55	112	112
25.00	Total budget resources	19,405	20,612	22,112
<b>Change in obligated balance:</b>				
30.00	Unpaid obligations, brought forward, Oct 1 (gross)	1,395	7,235	1,000
30.10	Uncollected payments, Fed sources, brought forward, Oct 1	-	-	-
30.20	Obligated balance, start of year (net)	1,395	7,235	1,000
30.30	Obligations incurred, unexpired accounts	19,254	20,500	22,000
30.31	Obligations incurred, expired accounts	38	-	-
30.40	Outlays (gross)	(13,397)	(26,735)	(22,000)
30.80	Recoveries of prior year unpaid obligations, unexpired	-	-	-
30.81	Recoveries of prior year unpaid obligations, expired	(55)	-	-
30.90	Unpaid obligations, end of year (gross)	7,235	1,000	1,000
30.91	Uncollected payments, Fed sources, end of year	-	-	-
31.00	Obligated balance, end of year (net)	7,235	1,000	1,000
<b>Budget Authority and outlays, net:</b>				
40.00	Budget Authority, gross	19,311	20,500	22,000
<b>Outlays, gross:</b>				
40.10	Outlays from new discretionary authority	11,964	19,500	21,000
40.11	Outlays from discretionary balances	1,433	7,235	1,000
40.20	Outlays, gross (total)	13,397	26,735	22,000
40.70	Discretionary: Budget authority, net	19,311	20,500	22,000
40.80	Discretionary: Outlays, net	13,397	26,735	22,000
41.80	Budget authority, net (total)	19,311	20,500	22,000
41.90	Outlays, net (total)	13,397	26,735	22,000

Note: Numbers may not add up due to rounding.

**NATIONAL RAILROAD PASSENGER CORPORATION  
OFFICE OF INSPECTOR GENERAL  
PERSONNEL RESOURCE - SUMMARY  
FULL-TIME EQUIVALENTS**

<u>ACCOUNT NAME</u>	<u>FY 2011 ACTUAL</u>	<u>FY 2012 APPROPRIATION</u>	<u>FY 2013 REQUEST</u>
OIG	76	91	99
Recovery Act	4	5	5
<b>TOTAL FTE</b>	<b>80</b>	<b>96</b>	<b>104</b>