





DOT OIG
INFORMATION
TOOLKIT

Highlights From Fiscal Year 2025

Investigative Accomplishments

Investigations opened, by priority area

 Transportation Safety	46	 Public Interest	10
 Grant and Procurement Fraud	31	 Other	7
 Employee Integrity	8		

170 investigations & complaints closed

173 investigations & complaints opened

68 convictions

55 indictments

\$1.7b financial impact of OIG investigations



Audit Accomplishments

Audit reports, by Operating Administration

<p>49 audit reports issued</p> <p>233 recommendations</p> <p>\$1.6b financial impact of OIG audit reports</p>	 Multimodal	4	 FRA	1	 NHTSA	1
	 FAA	11	 FTA	2	 NTSB	2
	 FHWA	4	 GLS	1	 PHMSA	1
	 FMCSA	1	 MARAD	2	 STB	3
	 OST	16				

Return on Investment

In fiscal year 2025, our return on investment was **\$25** for every dollar appropriated to OIG, with just a fraction of DOT's total workforce and budget.

	Enacted Full Time Employees	Budgetary Resources
 OIG	395	\$116.5m
 DOT	55,820	\$152.6b



Note: Return on investment compares the cost for DOT OIG to do business to the court-ordered fines, restitutions, recoveries, forfeitures, recoveries of improper payments, recommended cost savings, and recommendations for funds put to better use resulting from DOT OIG audits and investigations.

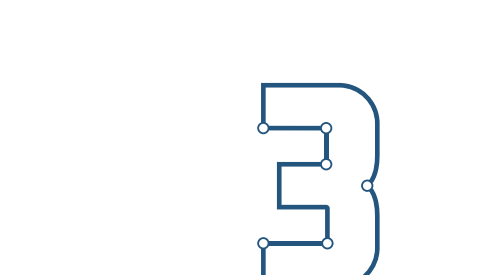
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Section 1

Who We Are

The Office of Inspector General (OIG) enhances the Department of Transportation's (DOT) programs and operations by conducting objective investigations and audits on behalf of the American public. OIG strives to achieve:

- a safer and more efficient national transportation system, and
- greater integrity, transparency, and performance within DOT programs.

Our investigations and audits lead to recoveries of significant amounts of improper payments, cost savings opportunities, and program improvements that directly enhance the safety, efficiency, and effectiveness of the Nation's transportation infrastructure.

From fiscal years 2021 through 2025, OIG achieved an average return on investment of \$17 for every appropriated dollar.

OIG Executive Leadership

Inspector General

Leads the Office of Inspector General, which is tasked with providing the Secretary and Congress with independent and objective reviews of the economy, efficiency, and effectiveness of the Department's programs and operations in addition to detecting and preventing fraud, waste, abuse, and violations of law.

Deputy Inspector General

Assists and advises the Inspector General on management of the organization, including nationwide operations, policy decisions, and work products. Oversees OIG's executive management team.

Principal Assistant Inspector General for Auditing and Evaluation

Leads OIG's four audit offices: Aviation; Financial, IT, and Procurement; Surface Transportation; and Audit Operations and Quality Assurance.

Principal Assistant Inspector General for Investigations

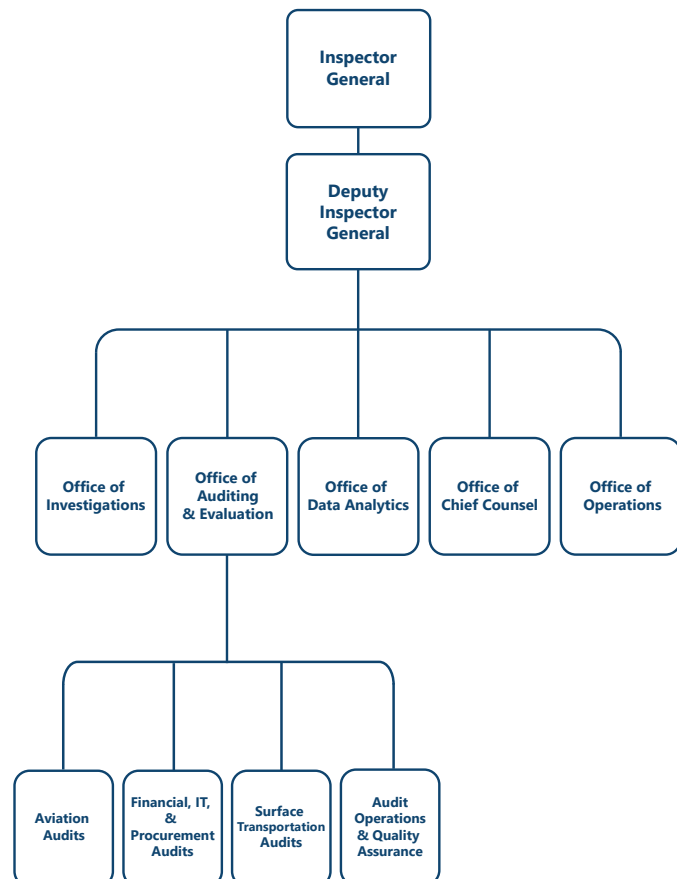
Manages OIG's criminal and civil investigations, Hotline Complaint Center, Cybercrimes Unit, and DOT employee and contractor Whistleblower Protection Coordinator functions.

Chief Counsel

Oversees all legal assistance to OIG operations and activities, including ethics training and counsel, employee financial disclosures, and the Freedom of Information Act (FOIA).

Assistant Inspector General for Operations

Oversees a variety of activities that provide critical mission support across OIG, including budget and financial management, facilities and assets, human resources, information technology, organizational and administrative services, and strategic communications.



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Section 2

Our Work and Impact

OIG conducts investigations concerning DOT programs, personnel, and operations to enhance DOT's transportation safety goals, protect against the loss of Federal transportation dollars, and promote improvements to DOT's programs. OIG also conducts audits and other reviews of DOT's transportation programs and activities to ensure they operate economically, efficiently, and effectively. Our audits cover all of DOT's transportation sectors, from aviation, highways, railroads, and mass transit to motor carriers, maritime shipping, pipelines, and transportation research. In fiscal year 2025, OIG's work yielded significant financial impact:

- Investigations: \$1.7 billion
- Audits: \$1.6 billion

Investigations

Investigative Process

Allegations Received

OIG receives allegations of fraud, waste, abuse, and other irregularities concerning DOT programs, personnel, and operations from various sources, including:

- hotline complaints via website, phone, email, or fax;
- referrals from Government entities, including DOT Operating Administrations, DOT officials, other law enforcement agencies, Congress, the U.S. Office of Special Counsel, or the Government Accountability Office;
- internal OIG audit referrals, investigative analyses, and other compelling sources; and
- qui tam lawsuits referred for investigation by the Department of Justice (DOJ).

Preliminary Review

Allegations are preliminarily reviewed to determine if OIG investigative attention is warranted.

- Is the matter within DOT's jurisdiction?
- Is the allegation credible (for example, reasonably detailed)?
- Would the allegation constitute a violation?
- What is the best way to address it? Through OIG criminal, civil, or administrative investigation or referral to the Department or an Operating Administration or other Government agency?

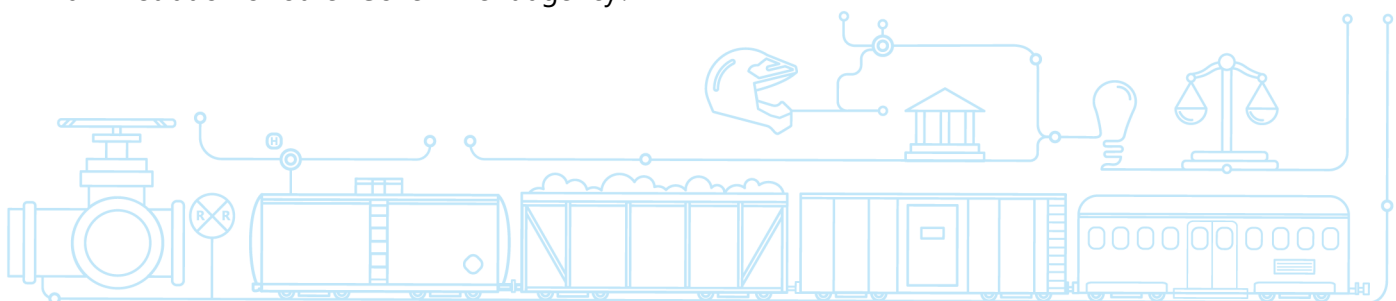
Investigative Activity

Investigations are conducted through a variety of activities, including record reviews and document analysis; witness and subject interviews; Inspector General and grand jury subpoenas; search warrants; specialized investigative techniques, such as consensual electronic monitoring and undercover operations; and coordination with other Federal, State, tribal and local law enforcement agencies.

Investigative Outputs

OIG may produce reports and other documents for use by senior decision makers and other stakeholders, including prosecuting attorneys and DOT management.

- Results of OIG's administrative investigations, such as employee and program integrity cases, are transmitted to DOT officials for any appropriate administrative action.
- U.S. Attorney Offices nationwide, as well as DOJ prosecutorial elements in Washington, DC, prosecute OIG's criminal and civil cases. State and other local jurisdictions can also prosecute criminal and civil cases.
- We may also refer matters to the Department for suspension or debarment decisions.



Investigative Priorities

Transportation Safety Investigations

The goal of these investigative operations is to enhance DOT's transportation safety goals by investigating crimes where death or serious bodily injury has or is likely to occur. These types of investigations typically involve parties that egregiously violate DOT's safety regulations and statutes. Our investigations—and resulting prosecutions—are separate but complementary to the regulatory enforcement programs of the Department and its Operating Administrations. The availability of criminal sanctions is a deterrent to violators who consider regulatory or civil penalties as a cost of doing business. We have identified three main sub-areas within this priority:

- Aviation safety investigations typically involve counterfeit or substandard aircraft parts, falsified aircraft and aircraft parts maintenance records, medical certificate fraud related to airmen certificates, and false certifications involving pilot and mechanic licensing and maintenance records.
- Motor carrier safety investigations can include falsified drivers' hours-of-service logs, fraudulently obtained commercial driver's licenses, falsified truck or bus maintenance records, and fraudulent testing of commercial drivers for drug and alcohol abuse.
- Hazardous materials investigations typically concern the illegal and undeclared shipment of hazardous materials in all modes of transportation.

Procurement and Grant Fraud Investigations

The goal of these investigations is to protect against the loss of Federal transportation dollars by investigating fraud by grantees, grant recipients, and DOT contractors. In addition, these investigations help ensure a level economic playing field for American workers and disadvantaged business enterprises (DBEs) in the distribution of Federal transportation funds. Fraud typically seen in DOT procurements and grants includes allegations of bribery and corruption, bid rigging, false claims, labor and materials overcharging, DBE fraud, and product substitution. OIG's Office of Investigations also proactively provides fraud awareness and education to a variety of DOT and external stakeholders.

Public Interest Investigations

These investigations aim to address issues that directly impact the public or OIG's law enforcement partners and also promote improvements to DOT's programs. They include unmanned aerial systems, lasing of commercial or law enforcement aircraft, and household goods/moving company fraud.

Employee Integrity Investigations

The goal of these investigations is to promote program integrity by investigating serious DOT employee misconduct. These investigations address violations—such as misuse of Government property or funds, conflicts of interest, ethics violations, and other prohibited actions—involving DOT employees.



Investigative Highlights for Fiscal Year 2025

We investigate allegations of fraud, waste, abuse, and other violations of law by DOT employees, contractors, grantees, and regulated entities. Some of the significant issues we investigated this fiscal year include:

- **Aviation safety.** An executive officer and helicopter company were sentenced to over 33 years of incarceration and a \$5 million fine for conspiracy to defraud FAA and NTSB, aircraft parts fraud, employing aircraft mechanics and pilots without certificates, registration violations, wire fraud, and money laundering.
- **Motor carrier fraud.** A logistics company owner was sentenced to over 23 years of incarceration for wire fraud, money laundering, and conspiracy charges. The owner fraudulently earned over \$158 million through a freight trucking ponzi scheme.
- **Bribery.** The vice president of a contractor on a federally funded Amtrak project was sentenced to nearly 5 years of imprisonment, a \$50,000 fine, and a nearly \$400,000 forfeiture for conspiracy to commit Federal program bribery. The vice president conspired to pay an Amtrak employee approximately \$320,000 in bribes in exchange for internal Amtrak information.
- **Aircraft endangerment.** An individual was sentenced to 3.5 years of incarceration for shooting at a police helicopter in flight.
- **Embezzlement.** An individual was sentenced to 6 years of incarceration, 3 years of supervised release, and an \$18.9 million fine for defrauding a company that was operating a commuter rail system. Specifically, the individual approved false invoices for equipment and services that were never delivered.
- **Bid rigging.** An asphalt company was fined \$733,940 for two separate bid rigging conspiracies, and two individuals were fined \$150,000 and sentenced to a combined 48 months of probation for scheming to rig bids for contracts to provide asphalt paving services.
- **Ticketing fraud and child exploitation.** An individual was sentenced to 360 months in prison, 60 months of supervised release, and \$468,037 in restitution for scheming to defraud Amtrak and consumers using unauthorized or stolen credit card numbers to make unauthorized Amtrak reservations. The individual also coerced or enticed a minor to engage in sexual acts during the scheme.
- **Drone safety.** An undocumented immigrant was sentenced to 117 months in prison and 36 months of supervised release for firing a handgun at a police drone while being a prohibited person in possession of a firearm, possessing with intent to distribute a substance containing fentanyl, and possessing a firearm to further a drug trafficking scheme.
- **Household goods moving fraud.** Moving company employees were sentenced to 24 months in prison, 12 months of supervised release, and \$30,000 in forfeiture for a fraud scheme involving holding customers' goods hostage. The employees were also ordered to pay \$1,795,950 in restitution to their victims.

Investigative Accomplishments



4,372

hotline contacts received



170

investigations/complaints* closed



173

investigations/complaints* opened



55

indictments and criminal informations



68

convictions



346

years of incarceration, probation, home detention, and supervised release

Total financial impact

\$1.7 billion



Restitution

\$189 million

Restitution is a criminal or civil award to a victim for harm caused by the offender's wrongful acts.



Fines and Special Assessments

\$535 million

Fines are criminal or civil monetary penalties



Forfeitures

\$389 million

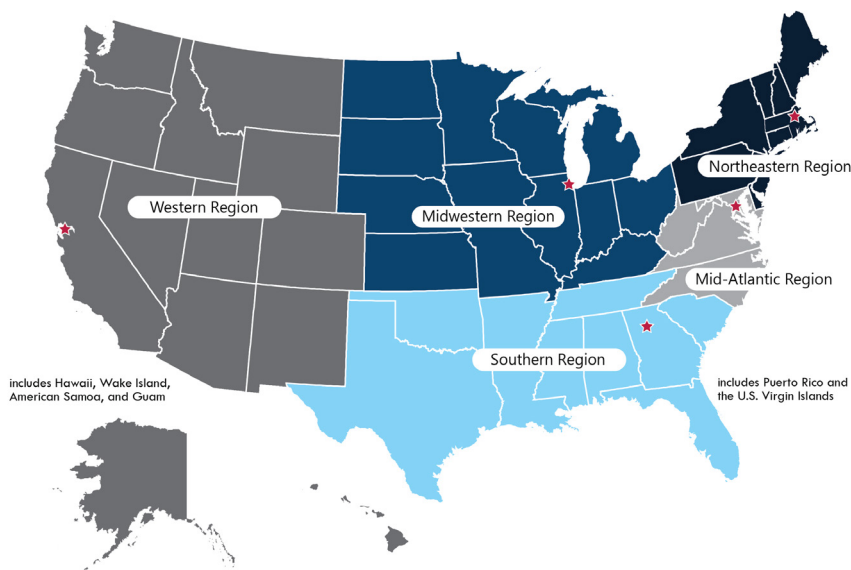
Forfeitures include the seizure of assets that represent the proceeds of, or were used to facilitate, Federal crimes.



Recoveries

\$528 million

Recoveries include funds returned to the Government resulting from criminal and civil judgments, pleas, and settlements.



* A complaint is the preliminary review of an allegation during which it is determined whether an investigation will be opened.

Audits

Audit Process

The Office of Auditing and Evaluation conducts audits and other reviews of DOT's transportation programs and activities to ensure they operate economically, efficiently, and effectively. Our audits cover all of DOT's transportation sectors, from aviation, highways, railroads, and mass transit to motor carriers, maritime shipping, pipelines, and transportation research. In accordance with the Inspector General Act of 1978, as amended, and to maintain our independence and objectivity, OIG does not engage in making policy decisions for the Department or assist in operating DOT programs.

The Office of Auditing and Evaluation comprises four subdivisions: the Office of Aviation Audits; Office of Financial, IT, and Procurement Audits; Office of Surface Transportation Audits; and Office of Audit Operations and Quality Assurance. Staff include auditors, analysts, information technology specialists, and other experts at DOT's Washington, DC, headquarters and field offices around the country.

Audit Standards

As required by the Inspector General Act of 1978, as amended, OIG conducts audits in accordance with the Government Accountability Office's generally accepted Government auditing standards (GAGAS), commonly referred to as the "Yellow Book." Government auditors abide by these standards and guidance to ensure they conduct high-quality work with integrity and objectivity.

Reasons for Initiating Audits

- Laws, such as annual appropriation acts, authorization acts, the Federal Information Security Modernization Act, and the Chief Financial Officers Act.
- Requests from Congress, senior Department officials, and other Government officials.
- Referrals from OIG's Office of Investigations.
- Self-initiated work focused on DOT's high-priority missions, programs, projects, procurements, functions, and activities.

Audit Phases

1. **Proposal.** The audit team researches the audit topic; develops an audit plan; and proposes audit objectives, scope and methodology, and milestones.
2. **Fieldwork.** The audit team gathers and analyzes evidence; refines the scope and methodology, if necessary; verifies preliminary conclusions; and develops preliminary findings and recommendations.
3. **Reporting.** The audit team develops a draft report with findings and recommendations, and provides a draft to the auditee for its review and comment. After receiving the comments, the audit team then issues and transmits the final report to the auditee, the Office of the Secretary of Transportation (OST), the Office of Management and Budget (OMB), and congressional committees of jurisdiction.
4. **Follow-Up.** After the audit team reaches concurrence with the auditee on actions needed to address OIG's recommendations and target completion dates, the team monitors recommendation status until the auditee completes the required actions.

Communicating During the Audit

OIG maintains an open line of communication with the Department, auditees, and requestors throughout the audit process.

- At the start of an audit, OIG formally notifies the Department and auditee through an announcement letter listing the audit objectives, expected start date, and the OIG audit team's points of contact. OIG also sends the announcement letter to any requestors and makes it publicly available on the OIG website.
- Audit teams conduct an entrance meeting with the auditee, providing additional details on the planned audit work to the responsible program officials.
- At the conclusion of field work, the audit team conducts an exit conference with the auditee to discuss the audit results and preliminary findings and recommendations.
- OIG provides the draft report to the auditee to obtain formal written comments. The auditee has 30 days to submit a response unless they request and receive a 15-day extension.
- OIG includes agency comments as an Appendix to the final report. Final reports must indicate that the audited agency had opportunity to comment either in writing or orally before OIG issued the final report.
- OIG provides final reports concurrently to the Department and relevant congressional committees and publishes the report on its website typically 2 business days (but no more than 3 calendar days) later, unless the report is prohibited from public release due to protected sensitive information.

Types of Audits

- **Performance audits** provide objective analyses, findings, and conclusions to assist management and those charged with governance and oversight to, among other things, improve program performance and operations, reduce costs, facilitate decision making by parties with responsibility to oversee or initiate corrective action, and contribute to public accountability.
- **Audits under the Single Audit Act** are examinations of an entity that expends \$750,000 or more in Federal assistance (i.e., Federal funds, grants, or awards) received for its operations. We review single audit reports and report quarterly on significant findings related to programs directly funded by DOT. We also perform quality control reviews on a sample of the single audits.
- **Financial audits**—including financial statement and other related audits—are independent assessments that determine whether the reported financial information, such as condition, results, or use of resources, is presented fairly in accordance with recognized criteria.
- **Attestation engagements** are examinations, reviews, or agreed-upon procedure engagements of a subject matter or assertion for which another party is responsible.



Financial Benefits

- **Funds put to better use** are found when OIG identifies an ineffective DOT program or operation, policy, process, contract, or grant, and improvements could help make more efficient use of related funds.
- **Questioned costs** are found when OIG identifies a grant recipient's improper use of funds (such as an overpayment to a contractor) and the funds should be recovered.
- **Unsupported costs** are found when the use of funds may have been proper, but the recipient did not properly document the use.

Recommendation Dashboard

To enhance transparency and accountability of OIG information, OIG maintains an audit Recommendation Dashboard on its public website. OIG regularly publishes current information at www.oig.dot.gov/recommendation-dashboard regarding the status of recommendations made. The Recommendation Dashboard displays a list of recommendations for each audit, the status of individual recommendations (open or closed), and the dollar value of any financial recommendations.

- A recommendation is opened on the date the audit report is issued. Once opened, a recommendation is unresolved until the auditee and OIG agree on the step(s) necessary to address the recommendation. Then the recommendation is considered resolved and remains open until the auditee completes the corrective action and provides OIG with sufficient supporting evidence of the actions taken.
- A recommendation is closed after the auditee has agreed with the recommendation, takes appropriate corrective action, and provides OIG with sufficient supporting evidence to demonstrate that the action was taken.

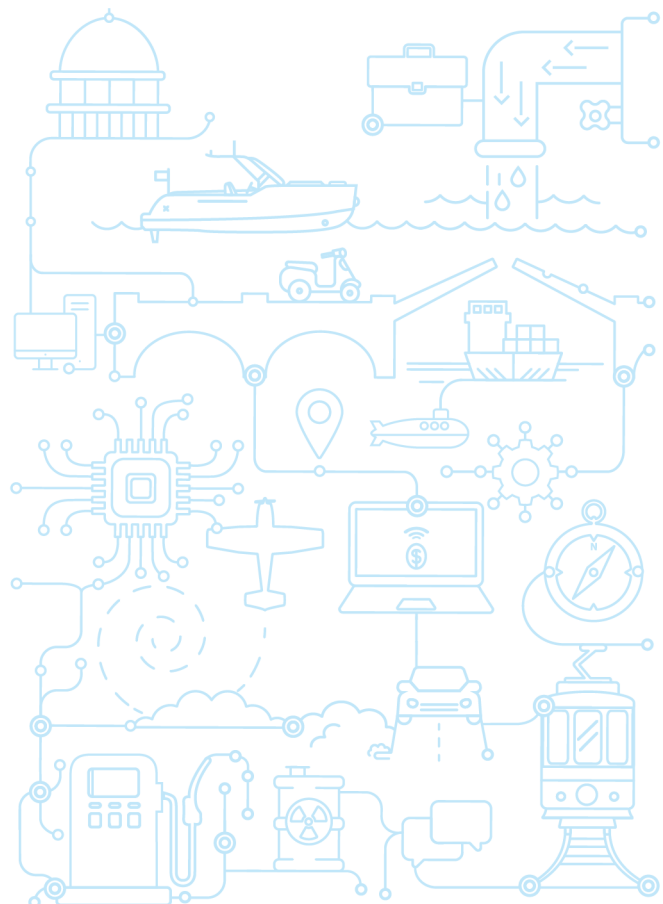
- Making progress toward closing open audit recommendations is an important part of fulfilling both DOT's and OIG's missions and making that process more publicly transparent through the Recommendation Dashboard enhances those efforts.

Audit Recommendation DASHBOARD

Active Audits

OIG publishes a list of active audit projects at www.oig.dot.gov/active-audits. This list provides real-time information on our ongoing audits and other reviews of programs, operations, and activities of DOT and its Operating Administrations.

Active Audits



Audit Highlights for Fiscal Year 2025

We conduct independent and objective audits and reviews of DOT programs and activities to ensure they operate economically, efficiently, and effectively. Significant issues reviewed this fiscal year include:

- **Roadway worker protection.** FRA is performing fewer RWP-related inspections and is not effectively using data to inform oversight. The Agency does not document comprehensive monitoring reviews of railroads' compliance with on-track safety program requirements. FRA also assessed \$1.3 million in penalties for 472 violations but published incorrect closed case data.
- **Aviation maintenance oversight.** FAA's oversight of SkyWest's maintenance does not fully comply with guidance, and the Agency has not resolved issues with remote return to service maintenance practices for over 4 years. Inspectors do not always identify recurring noncompliances, and data access delays, staff turnover, and ineffective communication have slowed resolution.
- **Working capital fund transparency.** OST's WCF service descriptions are unclear. Bills include errors and lack details and support for charges, resulting in \$1.2 million in questioned costs. OST also does not accurately account for WCF-funded DOT employees, contributing to approximately \$443,000 dollars in questioned costs based on issues with salaries, benefits, and bonuses.
- **Information security practices.** DOT's information security program is rated at the "Defined" maturity level—below the minimum rating of level four. Consequently, an independent public accounting firm found that DOT's information security program is not effective.
- **Boeing production issues.** FAA's oversight of Boeing's production systems is insufficient and lacks data-driven assessments and milestones to determine if Boeing's Safety Management System is effective and to ensure that production issues are identified and resolved. FAA also faces challenges in addressing allegations of undue pressure within Boeing aircraft manufacturing.
- **Mobile device security.** The U.S. Merchant Marine Academy, DOT's Office of the Chief Information Officer (OCIO), and FAA have not ensured proper security and prompt software updates for their mobile devices. FAA has also not ensured that its inventories are correct, and in some cases FAA and OCIO were paying for unused devices.
- **Anti-competitive bidding.** At least one-third of FHWA's Federal-aid Highway projects in our sample were potentially impacted by complementary bidding that contributed to an overall contract cost increase of about \$1.2 billion. FHWA's guidance did not sufficiently support State DOTs' identification of these anticompetitive practices.
- **Construction quality assurance oversight.** FHWA's divisions lack thorough guidance to effectively oversee State DOTs' construction quality assurance programs. The Agency's reviews of these programs are also insufficient and do not fully address all regulatory requirements.

Audit Accomplishments

Reports 49

Performance Audits	29	Financial Audits	9
Audits Under Single Audit Act	10	Attestation Engagements	1

Recommendations 233

Performance Audits	150	Financial Audits	72
Audits Under Single Audit Act	11	Attestation Engagements	0

Financial impact \$1.6 billion

Performance Audits	\$1.5 billion		
Audits under the Single Audit Act	\$10 million		
Financial Audits	\$0		
Attestation Engagements	\$0		
<i>Funds Put to Better Use</i>	\$1.2 billion	<i>Unsupported Costs</i>	\$338 million
<i>Questioned Costs</i>	\$37 million		



49

audit reports issued



233

recommendations



\$1.6b

total financial impact of OIG audits

3

Section 3

Relationships With Stakeholders

The Inspector General Act, as amended, requires OIGs to:

- conduct independent and objective audits and investigations;
- promote economy, efficiency, and effectiveness; prevent and detect waste, fraud, and abuse;
- review pending legislation and regulations; and
- keep Congress and the Secretary fully and currently informed of problems and deficiencies and the need for corrective action.

As a result of its audit and investigative work, OIG issues audit announcements, final audit reports, and reports of investigation to key stakeholders as appropriate.

Role of Inspectors General

On October 12, 1978, the Inspector General Act established Federal OIGs, including DOT OIG. The Inspector General Act, as amended, requires OIGs to:

- conduct independent and objective audits and investigations;
- promote economy, efficiency, and effectiveness; prevent and detect waste, fraud, and abuse;
- review pending legislation and regulations; and
- keep Congress and the Secretary fully and currently informed.

Inspectors General are nonpartisan and are appointed—either by the President and confirmed by the Senate or designated by an agency head—without regard to political affiliation. Unlike political appointees, Inspectors General typically remain in office when Presidential Administrations change. Only the President of the United States can remove or terminate the position of a presidentially appointed Inspector General, whereas an agency head can terminate the position of a designated Inspector General. However, in both cases Congress must be notified of the termination, removal, or reassignment.

OIG Access Authority

Although OIGs are located within agencies, they maintain independence from their respective agencies while conducting their work. For example, agency heads may not prevent an OIG from initiating, carrying out, or completing any audit or investigation. OIGs must maintain their independence to provide credible oversight. In addition, OIGs must have direct and prompt access to agency heads. Under the Inspector General Act, OIGs have broad statutory authority, including access to all agency records, information, and employees.

OIGs also have the authority to subpoena relevant documents and information from non-Federal organizations and individuals. Access is a bedrock principle upon which OIGs build independent and objective reviews. The Inspector General Act requires OIG to include in its Semiannual Report to Congress a detailed description of any incidents where the Department “resisted or objected to oversight activities of the Office or restricted or significantly delayed access to information, including the justification of the establishment for such action.”

Additionally, recurring annual appropriations laws prohibit DOT funds from being used to deny OIG timely access to any records, documents, or other materials available to the Department or Agency. OIG must report to the House and Senate Appropriations Committees within 5 calendar days any failures to comply with this requirement.

Law Enforcement Authority

OIG special agents have the statutory Federal law enforcement authority to conduct criminal investigations—including the authority to make arrests, obtain and execute search warrants, and carry firearms. OIG’s law enforcement jurisdiction is the United States and its territories and is covered by OIG special agents in regional offices across the country. OIG exercises its law enforcement authority in accordance with DOJ requirements and guidelines.

Training

OIG special agents attend months of initial law enforcement training at the Federal Law Enforcement Training Center. The OIG hosts internal refresher training annually and attends periodic external training to stay current on investigative issues.

Use of Force Policy

OIG's policy on use of force is derived from DOJ's policies. OIG's policy addresses all types of use of force situations that may arise during our investigations. All OIG special agents are trained quarterly on use of force.

Peer Review Process

A peer review is a process by which experienced professionals review each other's work against the standards governing their profession. Each OIG's investigative and audit functions are subject to peer reviews in accordance with generally accepted Government auditing standards, Council of the Inspectors General on Integrity and Efficiency (CIGIE) guidelines, and the Attorney General Guidelines for Federal OIGs with statutory law enforcement authority. These peer reviews provide formal, objective assessments of an OIG's adherence to prescribed standards, regulations, and legislation.

OIG's investigative and audit functions are subject to external peer reviews conducted by other Federal OIGs at least once every 3 years to ensure adequate internal safeguards and management procedures.

Interactions Between OIG and DOT

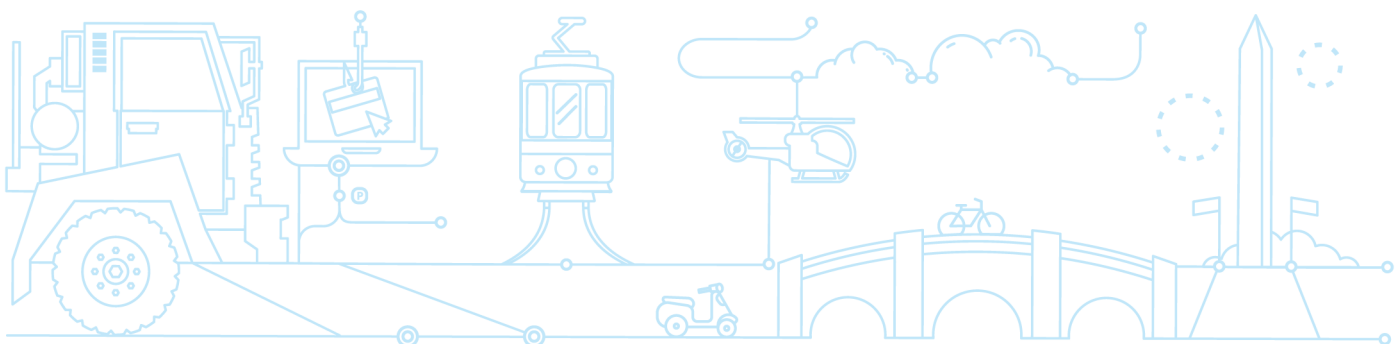
To fulfill the obligation to keep the Secretary fully and currently informed, the Inspector General regularly meets with senior Department officials and provides a weekly report to the Secretary that highlights significant schedule information, including congressional testimonies or speeches; upcoming audit reports and other significant activities; and updates on recent matters, such as summaries of investigations, including indictments, convictions, and sentencing.

Office of Investigations

DOT and its Operating Administrations have an obligation to report all potential criminal matters to OIG. Some orders and policies also pertain to OIG investigations. However, unlike with audit reports, OIG does not regularly update DOT or the Operating Administrations about ongoing investigations.

Office of Auditing and Evaluation

DOT sets out its internal operations in various orders and policies, including interactions pertaining to OIG audits. During audit work, audit team managers communicate directly with DOT and Operating Administration officials, including executives, program officials, and audit liaisons. These communications can occur both formally (e.g., comments to draft OIG audit reports) and informally (e.g., ongoing conversations among staff).



Key Communications

OIGs have a dual reporting requirement—to their agency heads and to Congress. The Inspector General Act requires OIGs to keep both fully and currently informed about problems and deficiencies in their agencies' programs and operations, as well as the necessity for and progress of corrective action. OIGs must also expeditiously report to the Attorney General for prosecutorial consideration whenever the Inspector General has reasonable grounds to believe there has been a violation of Federal criminal law.

We provide our audit reports to the Department and affected Operating Administrations and to the appropriate congressional committees as soon as the reports are issued. We make our reports available to the public via our website at www.oig.dot.gov. Twice a year, we also publish a Semiannual Report to Congress, which summarizes recent audits and investigations.

Semiannual Reports to Congress

By April 30 and October 31 of each year, OIG prepares a Semiannual Report to Congress summarizing OIG activities for the preceding 6-month periods ending March 31 and September 30. The report includes statistical information on the results of OIG work and describes completed audits and certain investigations. The Inspector General Act directs the Secretary to send the report, along with any comments or relevant explanation, to the appropriate congressional committees within 30 days of receipt.

DOT's Top Management Challenges

OIG neither issues regulations nor sets departmental policy. OIG provides facts for the policy makers in the Department and Congress. One of OIG's key deliverables is a statutorily required annual report on DOT's top management challenges, which

provides a forward-looking assessment for the coming fiscal year to aid DOT and its Operating Administrations in focusing attention on the most serious management and performance issues facing the Department.

OIG issued its fiscal year 2026 Top Management Challenges report on January 6, 2026. OIG considered several criteria in identifying DOT's top management challenges for fiscal year 2026, including impact on safety, documented vulnerabilities, large dollar implications, and the Department's ability to effect change.

For fiscal year 2026, OIG identified eight major challenges facing DOT. Each chapter also included examples of OIG's investigative work related to that challenge area or other recent events to highlight the impact these instances can have on the Department's ability to achieve its strategic goals. The challenges included:

- **Aviation Safety.** Balance compliance with collaboration when overseeing air carrier maintenance programs; and maintain aviation safety while facing staffing shortages, under-resourced inspections, and data access limitations.
- **Surface Transportation Safety.** Prioritize actions to further improve safety and reduce fatalities and injuries on the Nation's roads and rails; and protect transportation workers and the traveling public.
- **Air Traffic Control and Airspace Modernization.** Hire and train the next generation of air traffic controllers while sustaining the integrity of the National Airspace System (NAS); and develop a comprehensive plan that anticipates and mitigates challenges to successfully modernizing the Nation's air traffic control system.

Public Release of OIG Work Products

Types of OIG Work Products

- As a result of its audit and investigative work, OIG issues audit announcements, final audit reports, and reports of investigation to the Department, Congress, DOJ, and other stakeholders as appropriate.
- OIG periodically issues management advisories to alert DOT officials of significant issues that emerge during an audit and warrant immediate attention.
- Investigative summaries describe publicly released criminal and civil actions, such as indictments, convictions, sentencing, and civil settlements, as well as significant administrative actions, such as suspensions and debarments.
- Controlled correspondence includes official congressional, DOT, and interagency correspondence and may include non-audit reviews containing no audit recommendations.
- According to statutory requirements, OIG also produces the Semiannual Reports to Congress and the annual report on DOT's Top Management Challenges.
- Upon invitation to testify in front of Congress, OIG also prepares written testimony statements.

Process for Distributing Reports and Work Products

- Once OIG issues a draft audit report, OIG provides the report to the audited agency for review and comment. The audited agency generally has 30 calendar days to respond. The agency may request an extension of an additional 15 calendar days for review, which OIG may grant at its discretion. Congressionally mandated deadlines may prevent OIG's ability to grant an extension.
- Before issuing a final report, OIG provides notice and summarizes the audit objectives in a weekly

report to the Secretary.

- Once OIG receives agency comments and makes any changes, if necessary, to the draft audit report, OIG distributes the final audit report to (1) the auditee(s) and senior DOT and Operating Administration officials, (2) staff of congressional offices or committees of jurisdiction, and (3) OMB transportation policy staff.
- Generally, on the second business day (but no more than 3 calendar days) after issuing and distributing a final report to the Department and Congress, OIG makes the report publicly available on its website per the Inspector General Act—except when the Department has determined the report cannot be released to protect sensitive information.
- OIG does not solicit media attention for its reports nor does it release copies or summaries of reports to the media ahead of the scheduled public release. OIG relies on its website and email subscription and social media tools to notify the media and the public when it publishes its work.
- OIG typically makes summaries of investigations publicly available on its website when a subject is indicted, a plea or conviction is made, or when the defendant is sentenced.





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