



OFFICE *of* INSPECTOR GENERAL
NATIONAL RAILROAD PASSENGER CORPORATION

GOVERNANCE:

Quality Control Review of Amtrak's Single Audit for
Fiscal Year 2021

OIG-A-2022-011 | June 23, 2022


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Memorandum

To: Jeffrey R. Moreland
Chairman, Audit and Finance Committee, Amtrak Board of Directors

Tracie A. Winbigler
Executive Vice President and Chief Financial Officer

From: Kevin H. Winters 
Inspector General

Date: June 23, 2022

Subject: *Governance: Quality Control Review of Amtrak's Single Audit for Fiscal Year 2021 (OIG-A-2022-011)*

Amtrak (the company) contracted with the independent public accounting firm of Ernst & Young LLP to audit its consolidated financial statements as of and for the fiscal year then ended, September 30, 2021, and to provide a report on internal control over financial reporting and compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters, which they issued on December 17, 2021.¹ Because the company receives federal financial assistance, it must obtain an audit performed in accordance with U.S. generally accepted government auditing standards.

The contract also required Ernst & Young to perform a Single Audit of the company's federal financial assistance for the fiscal year ended September 30, 2021, in accordance with the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). The objective of the Single Audit was to test internal control over compliance with major federal program award requirements and determine whether the company complied with the laws, regulations, and provisions of contracts or grant agreements that may have a direct and material effect on its major federal programs.

¹ Ernst & Young LLP, *Fiscal Year 2021 Report of Independent Auditors on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards*, dated December 17, 2021.

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OIG-A-2022-011, June 23, 2022

Major federal programs are those with the larger and highest-risk expenditures, as determined using the Uniform Guidance. In fiscal year 2021, the company had two such programs: the Department of Transportation's (DOT) National Railroad Passenger Corporation Grants and the Railroad Rehabilitation and Improvement Financing Program.

On June 15, 2022, Ernst & Young issued an unmodified compliance opinion on the major federal programs it reviewed, concluding that "Amtrak complied, in all material respects, with the types of compliance requirements . . . that could have a direct and material effect on each of its major federal programs" for the period covered by its report.² Ernst & Young identified, however, two significant deficiencies³ in the company's internal control over compliance. The first was a longstanding finding in the area of Equipment and Real Property Management for the DOT National Railroad Passenger Corporation Grants, and the second was a repeat finding related to the company's preparation of the Schedule of Expenditures of Federal Awards for National Railroad Passenger Corporation Grants, Railroad Rehabilitation and Improvement Financing Program, and the Equitable Sharing Program. Ernst & Young also identified other deficiencies in internal control over compliance that it determined did not rise to the level of a significant deficiency, which it communicated to the company on June 14, 2022.

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 did not comply, in all material respects, with U.S. generally accepted government auditing standards and Uniform Guidance requirements.

We monitored Ernst & Young's audit activities by attending key meetings and reviewing its reports, audit plans, detailed audit testing results, summary workpapers, audit quality controls, auditor independence, and qualifications. At selected field locations, we also observed Ernst & Young's testing of the company's internal controls and compliance for its management of equipment and real property.

² Ernst & Young LLP, *FY 2021 Report of Independent Auditors on Compliance for Each Major Federal Program; Report on Internal Control Over Compliance and Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance*, dated June 15, 2022.

³ A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

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Our monitoring activities, as differentiated from an audit in accordance with U.S. generally accepted government auditing standards, were not intended to enable us to express an audit opinion. Therefore, we do not express an opinion on compliance for the major programs, conclusions about the effectiveness of internal control over compliance, or whether the Schedule of Expenditures of Federal Awards is fairly stated. Ernst & Young is responsible for its report dated June 15, 2022, and the conclusions expressed in the report.

If you have any questions, please contact me (Kevin.Winters@amtrakoig.gov) or James Morrison, Assistant Inspector General, Audits, at (James.Morrison@amtrakoig.gov) or 202-906-4600.

OIG MISSION AND CONTACT INFORMATION

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.

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CONSOLIDATED FINANCIAL STATEMENTS
AND SINGLE AUDIT REPORT

National Railroad Passenger Corporation and Subsidiaries (Amtrak)
Year Ended September 30, 2021
With Report of Independent Auditors

Ernst & Young LLP



National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Financial Statements and Single Audit Report

Year Ended September 30, 2021

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Report of Independent Auditors

The Board of Directors and Stockholders
National Railroad Passenger Corporation

Report on the Financial Statements

We have audited the accompanying consolidated financial statements of National Railroad Passenger Corporation and subsidiaries (the Company), which comprise the consolidated balance sheets as of September 30, 2021 and 2020, and the related consolidated statements of operations, comprehensive loss, changes in capitalization and cash flows for the years then ended, and the related notes to the consolidated financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in conformity with U.S. generally accepted accounting principles; this includes the design, implementation and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free of material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

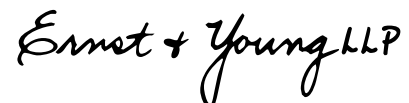
In our opinion, the financial statements referred to above present fairly, in all material respects, the consolidated financial position of National Railroad Passenger Corporation and subsidiaries at September 30, 2021 and 2020, and the consolidated results of their operations and their cash flows for the years then ended in conformity with U.S. generally accepted accounting principles.

Federal Government Funding

As explained in Notes 1 and 2 to the accompanying consolidated financial statements, the Company has a history of operating losses and is dependent upon substantial Federal Government subsidies to sustain its operations and maintain its underlying infrastructure. As further explained in Note 2 to the consolidated financial statements, the Company is receiving Federal Government funding under the Continuing Appropriations Acts and the Infrastructure Investment and Jobs Act. There are currently no Federal Government operating funds appropriated by law for any period subsequent to February 18, 2022. Without the receipt of Federal Government subsidies, the Company will not be able to continue in its current form and significant operating changes, restructurings or bankruptcy might occur. Our opinion is not modified with respect to this matter.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we also have issued our report dated December 17, 2021 on our consideration of the National Railroad Passenger Corporation and subsidiaries' internal control over financial reporting and on our tests of their compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the National Railroad Passenger Corporation and subsidiaries' internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering National Railroad Passenger Corporation and subsidiaries' internal control over financial reporting and compliance.



December 17, 2021

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Balance Sheets

(In Thousands of Dollars, Except Share Data)

	September 30,	
	2021	2020
Assets:		
Current Assets:		
Cash and cash equivalents, including restricted cash	\$ 491,945	\$ 409,184
Short-term investments, including restricted investments	390,176	170,025
Available-for-sale securities, including restricted securities	3,265,920	2,357,271
Accounts receivable, net	159,293	129,396
Materials and supplies, net	254,381	271,380
Prepaid expenses	86,659	51,758
Other current assets	179,308	78,607
Total current assets	4,827,682	3,467,621
Property and equipment:		
Locomotives	1,894,171	1,886,945
Passenger cars and other rolling stock	3,643,138	3,478,968
Right-of-way and other properties	17,288,470	16,220,827
Construction-in-progress	2,702,960	2,355,958
Leasehold improvements	1,114,087	904,583
Property and equipment, gross	26,642,826	24,847,281
Less: Accumulated depreciation and amortization	(10,325,233)	(9,655,814)
Total property and equipment, net	16,317,593	15,191,467
Other assets:		
Restricted investments	218,463	182,695
Deferred charges, deposits, and other	111,894	177,927
Total other assets	330,357	360,622
Total assets	\$ 21,475,632	\$ 19,019,710

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Balance Sheets (continued)

(In Thousands of Dollars, Except Share Data)

	September 30,	
	2021	2020
Liabilities and capitalization:		
Current liabilities:		
Accounts payable	\$ 548,079	\$ 510,057
Accrued expenses and other current liabilities	1,309,403	930,644
Deferred ticket revenue	131,663	60,978
Current maturities of long-term debt and capital lease obligations	36,729	97,384
Total current liabilities	2,025,874	1,599,063
Long-term debt and capital lease obligations:		
Long-term debt	956,840	1,015,861
Capital lease obligations	1,732	42,899
Total long-term debt and capital lease obligations	958,572	1,058,760
Other liabilities:		
Deferred state government capital assistance	2,653,845	2,551,431
Amtrak guest rewards program liability	100,717	129,117
Casualty reserves	185,093	217,965
Postretirement employee benefits obligation	565,597	613,711
Environmental reserve	141,955	169,025
Other liabilities	147,690	152,005
Total other liabilities	3,794,897	3,833,254
Total liabilities	6,779,343	6,491,077
Commitments and contingencies <i>(Note 11)</i>		
Capitalization:		
Preferred stock - \$100 par, 109,396,994 shares authorized, issued and outstanding	10,939,699	10,939,699
Common stock - \$10 par, 10,000,000 shares authorized, 9,385,694 issued and outstanding	93,857	93,857
Other paid-in capital	44,015,913	39,869,509
Accumulated deficit	(40,138,982)	(38,131,909)
Accumulated other comprehensive loss	(214,198)	(242,523)
Total capitalization	14,696,289	12,528,633
Total liabilities and capitalization	\$ 21,475,632	\$ 19,019,710

See accompanying notes.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Statements of Operations

(In Thousands of Dollars)

	Year Ended September 30,	
	2021	2020
Revenues:		
Revenue from contracts with customers	\$ 1,498,234	\$ 1,855,245
Other	583,570	575,456
Total revenues	2,081,804	2,430,701
Expenses:		
Salaries, wages, and benefits	1,930,523	1,995,134
Train operations	217,140	277,275
Fuel, power, and utilities	188,395	215,496
Materials	162,222	183,324
Facility, communication, and office related	176,543	169,650
Advertising and sales	56,178	56,582
Casualty and other claims	123,902	58,612
Depreciation and amortization	902,268	921,784
Other	457,648	417,147
Indirect cost capitalized to property and equipment	(149,018)	(140,069)
Total operating expenses	4,065,801	4,154,935
Loss from operations	(1,983,997)	(1,724,234)
Non-operating income (expense):		
Interest income	16,054	48,648
Interest expense	(23,574)	(30,389)
Other (expense) income, net	(15,556)	26,943
Total non-operating (expense) income, net	(23,076)	45,202
Net loss	\$ (2,007,073)	\$ (1,679,032)

See accompanying notes.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Statements of Comprehensive Loss

(In Thousands of Dollars)

	Year Ended September 30,	
	2021	2020
Net loss	\$ (2,007,073)	\$ (1,679,032)
Other comprehensive income (loss):		
Pension and other postretirement benefit plans:		
Actuarial gain arising during the period, net	26,726	745
Amortization of net actuarial loss reclassified into earnings	18,794	17,466
Amortization of prior service credit reclassified into earnings	(9,939)	(21,857)
Other	—	1,509
Total change from pension and other postretirement benefit plans	35,581	(2,137)
Changes in unrealized (losses)/gains on available-for-sale securities, net of reclassifications into earnings due to sales and maturities	(7,256)	4,726
Total other comprehensive income	28,325	2,589
Total comprehensive loss	\$ (1,978,748)	\$ (1,676,443)

See accompanying notes.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Statements of Changes in Capitalization

(In Thousands of Dollars)

	Preferred Stock	Common Stock	Other Paid-in Capital	Accumulated Deficit	Accumulated Other Comprehensive Loss	Total
Balance as of September 30, 2019	\$ 10,939,699	\$ 93,857	\$ 37,072,889	\$ (36,332,178)	\$ (245,112)	\$ 11,529,155
Adoption of revenue recognition standard	—	—	—	(120,699)	—	(120,699)
Federal paid-in capital	—	—	2,796,620	—	—	2,796,620
Net loss	—	—	—	(1,679,032)	—	(1,679,032)
Other comprehensive income	—	—	—	—	2,589	2,589
Balance as of September 30, 2020	10,939,699	93,857	39,869,509	(38,131,909)	(242,523)	12,528,633
Federal paid-in capital	—	—	4,146,404	—	—	4,146,404
Net loss	—	—	—	(2,007,073)	—	(2,007,073)
Other comprehensive income	—	—	—	—	28,325	28,325
Balance as of September 30, 2021	<u>\$ 10,939,699</u>	<u>\$ 93,857</u>	<u>\$ 44,015,913</u>	<u>\$ (40,138,982)</u>	<u>\$ (214,198)</u>	<u>\$ 14,696,289</u>

See accompanying notes.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Statements of Cash Flows

(In Thousands of Dollars)

	Year Ended September 30,	
	2021	2020
Cash flows from operating activities:		
Net loss	\$ (2,007,073)	\$ (1,679,032)
Adjustments to reconcile net loss to net cash used in operating activities:		
Amortization of deferred state government capital assistance	(139,656)	(133,379)
Depreciation and amortization	902,268	921,784
Loss/(gain) on sale of property and equipment	5,208	(28,904)
Other	8,641	14,031
Changes in assets and liabilities:		
Accounts receivable	(36,067)	44,384
Materials and supplies, prepaid expenses, and other current assets	(139,478)	(25,374)
Other assets	66,033	83,526
Accounts payable, deferred ticket revenue, and accrued expenses and other current liabilities	442,155	(21,914)
Other liabilities	(73,086)	321
Net cash used in operating activities	<u>(971,055)</u>	<u>(824,557)</u>
Cash flows from investing activities:		
Purchases of short-term investments	(10,735,010)	(6,594,519)
Proceeds from sales and maturities of short-term investments	10,477,538	6,474,664
Purchases of available-for-sale securities	(9,660,932)	(7,869,152)
Proceeds from sales and maturities of available-for-sale securities	8,764,087	7,613,796
Purchases and refurbishments of property and equipment	(1,996,304)	(1,726,555)
Proceeds from disposals of property and equipment and other	9,613	71,856
Net cash used in investing activities	<u>(3,141,008)</u>	<u>(2,029,910)</u>
Cash flows from financing activities:		
Proceeds from federal paid-in capital	4,146,404	2,796,620
Proceeds from state government capital assistance	242,070	271,409
Repayments of debt and capital lease obligations	(193,650)	(170,975)
Net cash provided by financing activities	<u>4,194,824</u>	<u>2,897,054</u>
Net change in cash and cash equivalents, including restricted cash	82,761	42,587
Beginning balance of cash and cash equivalents, including restricted cash	409,184	366,597
Ending balance of cash and cash equivalents, including restricted cash	<u>\$ 491,945</u>	<u>\$ 409,184</u>
Supplemental disclosure of cash payments:		
Interest paid, net of amount capitalized	\$ 32,300	\$ 32,596
Supplemental disclosure of non-cash investing and financing activities:		
Acquisition of property and equipment from state government capital assistance	\$ —	\$ 27,761
Other non-cash changes in property, including accruals of amounts due for purchases	\$ 52,255	\$ 50,548

See accompanying notes.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements

Years Ended September 30, 2021 and 2020

1. Nature of Operations

The National Railroad Passenger Corporation (Amtrak or the Company) was incorporated in 1971 pursuant to the Rail Passenger Service Act of 1970 and is authorized to operate a nationwide system of passenger rail transportation. The United States government (the Federal Government) through the Secretary of the United States Department of Transportation (the DOT) owns all issued and outstanding preferred stock. Amtrak's principal business is to provide rail passenger transportation service in the major intercity travel markets of the United States. The Company also operates commuter rail operations on behalf of certain states and transit agencies, provides equipment and right-of-way maintenance services, and has leasing operations.

The Company has a history of recurring operating losses and is dependent on subsidies from the Federal Government to operate the national passenger rail system and maintain the underlying infrastructure. These subsidies are usually received through annual appropriations. Appropriated funds for Amtrak are generally provided to the DOT, which through its agency the Federal Railroad Administration (the FRA) provides those funds to Amtrak pursuant to annual grant agreements. Amtrak's ability to continue operating in its current form is dependent upon the continued receipt of subsidies from the Federal Government. The DOT, through its National Surface Transportation and Innovative Finance Bureau (also referred to as the Build America Bureau), also provides financing to Amtrak through the Railroad Rehabilitation and Infrastructure Financing (RRIF) Program.

In March 2020, the World Health Organization declared the outbreak of the 2019 coronavirus (COVID) disease as a pandemic (the pandemic). The unprecedented and rapid spread of COVID and the related travel restrictions and social distancing measures resulted in significantly reduced travel demands and adversely impacted the Company's fiscal year (FY) 2021 and FY2020 financial results. Although demand increased in the summer of FY2021 as restrictions eased, it had not returned to pre-pandemic levels by the end of FY2021.

In both FY2021 and FY2020, Amtrak received significant supplemental financial assistance from the Federal Government to respond to and recover from the pandemic. In FY2020, to alleviate the effect of the pandemic, the Company also made adjustments to train service, including service frequency reductions, and implemented multiple cost management programs, including a voluntary separation program, an involuntary separation program, and furloughs of employees covered by collective bargaining agreements which took effect primarily during the first quarter of FY2021. As of September 30, 2021, the Company recalled all of its furloughed employees and restored its long-distance services to pre-pandemic levels.

The Company evaluated if the pandemic and ongoing operating losses raise substantial doubt about Amtrak's ability to continue in the foreseeable future, considered to be through the end of December 2022, and concluded that the Company's forecasted cash flows, including anticipated Federal and state funding and credit arrangements, are sufficient to cover Amtrak's operations for the next year.

See Notes 2, 4, 5, and 7 for additional information about Amtrak and its relationship with the Federal Government, including funding received to assist the Company in responding to the pandemic under the Coronavirus Aid, Relief, and Economic Security Act (the CARES Act), the Emergency Coronavirus

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

1. Nature of Operations (continued)

Relief Act of 2020 (ECRA), which is part of the Consolidated Appropriations Act, 2021, and the American Rescue Plan Act of 2021 (ARPA) (collectively, the COVID Relief Acts).

2. Annual Funding

On December 4, 2015, Public Law 114-94, the Fixing America's Surface Transportation Act (the FAST Act), was enacted. Title XI - Rail of the FAST Act, cited as the Passenger Rail Reform and Investment Act of 2015, authorized funding to the Secretary of the DOT (the Secretary) for annual grants to Amtrak totaling \$8.1 billion for FY2016 through FY2020. Of the five-year total authorized for Amtrak, \$2.6 billion was for the Northeast Corridor (NEC) and \$5.5 billion was for Amtrak's National Network (NN), as defined in the FAST Act. The FAST Act also authorized an additional \$2.2 billion over five years for other competitive rail grant programs in which Amtrak could participate.

FAST Act extensions through December 3, 2021 were enacted as part of the Continuing Appropriations Act, 2021 and Other Extensions Act (Public Law 116-159); the Surface Transportation Extension Act of 2021 (Public Law 117-44); and the Further Surface Transportation Extension Act of 2021 (Public Law 117-52).

Between March 2020 and March 2021, the Company was provided a combined \$3.7 billion in supplemental appropriations via the COVID Relief Acts, which sought to help Amtrak prevent, prepare for, and respond to the pandemic. Of this total, \$2.7 billion was received in FY2021 and \$1.0 billion was received in FY2020. Details of each relief act and its supplemental funding allocations are in the table below (in millions of dollars).

	ARPA	ECRA	CARES
Public Law numbers for COVID Relief Acts funding	PL 117-2	PL 116-260	PL 116-136
Enactment dates for COVID Relief Acts funding	March 11, 2021	December 27, 2020	March 27, 2020
NEC funding, excluding allocation to states and agencies under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$ 882.5	\$ 567.6	\$ 492.0
NN funding, excluding allocation to states and agencies under PRIIA	532.8	147.7	287.0
PRIIA Section 212 and Section 209 state and agency funding	284.7	284.7	239.0
Total funds appropriated	1,700.0	1,000.0	1,018.0
FRA authorized withholdings	(2.0)	(2.0)	—
Total COVID emergency relief funding received	\$ 1,698.0	\$ 998.0	\$ 1,018.0

The COVID Relief Acts funding received by Amtrak and intended for Amtrak's state and agency partners was recorded as an advance payment from the states and agencies. The balance of the COVID Relief Acts funding was recorded as other paid-in capital.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

2. Annual Funding (continued)

On September 30, 2021, President Biden signed into law the Extending Government Funding and Delivering Emergency Assistance Act (Public Law 117-43) and subsequent to September 30, 2021, the President signed the Making Further Continuing Appropriations for the Fiscal Year Ending September 30, 2022, and for Other Purposes (Public Law 117-70) (collectively, the Continuing Appropriations Acts). The Continuing Appropriations Acts appropriated funding for Amtrak at FY2021 levels until February 18, 2022. Congress has not appropriated any FY2022 operating funds for the Company for the period subsequent to February 18, 2022. Without such Federal Government subsidies, Amtrak will not be able to continue to operate in its current form and significant operating changes, restructuring, or bankruptcy may occur. Such changes or restructuring would likely result in asset impairments.

On November 15, 2021, the Infrastructure Investment and Jobs Act (the IIJA) was signed into law (Public Law 117-58). The IIJA contains two rail-funding-related components. The first component provides \$22.0 billion in advance appropriations for Amtrak over the next five years for capital investment. These funds are not available to help cover operating costs. In addition, that first component of the IIJA includes another \$44.0 billion in advance appropriations for rail programs over the next five years. Amtrak will be eligible to apply for or will otherwise benefit from the majority of this funding. All of these advance appropriations are guaranteed, and Congress does not have to take any additional action through the regular appropriations process in order for Amtrak to receive them.

The second rail-funding-related component of the IIJA is a reauthorization of rail funding for the next five years, which replaces the FAST Act (as extended). The IIJA reauthorization component authorizes a non-binding target funding level for Amtrak of \$19.2 billion for the next five years, or \$3.8 billion annually on average. It also contains a similar target for FRA competitive grants of \$15.3 billion, or \$3.1 billion annually. Additionally, the bill's policy provisions largely continue structures and processes established by the FAST Act.

The table below provides information on funding for the Company's FY2022, FY2021, and FY2020 as provided by various continuing resolutions (CRs), the Consolidated Appropriations Act (Full Year Funding) related to those years, the IIJA appropriations, and the three COVID Relief Acts described above (dollars in millions):

National Railroad Passenger Corporation and Subsidiaries (Amtrak)
Notes to Consolidated Financial Statements (continued)

2. Annual Funding (continued)

	FY2022	FY2021	FY2020
Enactment dates for CRs and COVID Relief Acts funding	September 30, 2021 December 3, 2021	October 1, 2020 December 11, 2020 December 18, 2020 December 20, 2020 December 22, 2020 December 27, 2020 March 11, 2021	September 27, 2019 November 21, 2019 March 27, 2020
Public Law (PL) numbers for CRs and COVID Relief Acts funding	PL 117-43 PL 117-70	PL 116-159 PL 116-215 PL 116-225 PL 116-226 PL 116-246 PL 116-260 PL 117-2	PL 116-59 PL 116-69 PL 116-136
Enactment date for Full Year Funding	N/A	¹ December 27, 2020	² December 20, 2019
PL number for Full Year Funding	N/A	¹ PL 116-260	² PL 116-94
The IIJA	November 15, 2021		
PL number for IIJA funding	PL 117-58	³	
Appropriated for National Network	\$ 502.2	\$ 2,374.2	\$ 1,826.0
Appropriated for NEC	270.4	2,325.8	1,192.0
Total funds appropriated	772.6	4,700.0	3,018.0
FRA authorized withholdings	(6.6)	(21.0)	(17.0)
Total appropriated funds designated for Amtrak	\$ 766.0	\$ 4,679.0	\$ 3,001.0
Funds received by Amtrak:			
In FY2020			\$ 3,001.0
In FY2021		\$ 4,679.0	
In FY2022, as of December 17, 2021	\$ —	—	—
Total funds received, as of December 17, 2021	\$ —	\$ 4,679.0	\$ 3,001.0

¹ FY2022 full year funding is not yet enacted.

² The Consolidated Appropriations Act, 2021, PL 116-260, provided both regular appropriations for FY2021 and additional supplemental funding for the Company's response to the pandemic.

³ FY2022 funding levels from IIJA have not been determined as of December 17, 2021; and therefore, no amounts are included in the above table.

See Note 4 for information on additional grants received by the Company.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

3. Basis of Presentation and Summary of Significant Accounting Policies

Method of Accounting

The accompanying Consolidated Financial Statements are presented using the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America.

Principles of Consolidation

The Consolidated Financial Statements reflect the consolidated operations of Amtrak and its wholly owned subsidiaries, Passenger Railroad Insurance, Limited (PRIL) and Washington Terminal Company (WTC). All intercompany balances and transactions have been eliminated.

PRIL was incorporated on December 18, 1996 under the laws of Bermuda to provide excess liability and property insurance coverage to Amtrak. In addition, PRIL provides insurance and reinsurance coverage to third parties performing work on Amtrak property.

WTC was formed on December 6, 1901 and its assets are comprised of buildings and rail yard adjacent to Washington Union Station. This entity has no operations.

Cash and Cash Equivalents

Short-term highly liquid investments that have a maturity at the date of acquisition of three months or less and are readily convertible to known amounts of cash without incurring penalties are generally considered cash equivalents. Cash and cash equivalents are maintained at various financial institutions and, at times, the balance may exceed federally insured limits.

The Company considers funds that are set aside and restricted for specific purposes as restricted cash and cash equivalents. As of September 30, 2021 and 2020, the Company's cash and cash equivalents include restricted cash of \$20.9 million and \$12.7 million, respectively. The Company's restricted cash and cash equivalents consist of funds held in trust restricted from withdrawals based upon certain collateral requirements and funds restricted for certain operations of the Amtrak Police Department.

Short-Term Investments

Short-term investments are investments in money market funds that seek to preserve the investment by maintaining stable market net asset value (NAV) of \$1. These investments include \$283.0 million and \$32.4 million, as of September 30, 2021 and 2020, respectively, of restricted investments acquired using the COVID Relief Acts funding provided for the purpose of supporting Amtrak's state partners in making their State Supported route subsidy payments and capital payments due to Amtrak. See Note 2 for additional information on funding received in FY2021 and FY2020.

Money market funds are accounted for as equity securities and are carried at market NAV. Because of their stable NAV of \$1, there are no realized gains or losses on sale or unrealized gains or losses on market value adjustments on these investments. Return on investment in the form of dividends is recorded within "Interest income" in the Consolidated Statements of Operations.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

3. Basis of Presentation and Summary of Significant Accounting Policies (continued)

Available-for-Sale Securities

Available-for-sale securities are comprised of investments in marketable debt securities that when acquired are classified and accounted for as available-for-sale securities. These securities include restricted investments, \$37.5 million and \$68.1 million as of September 30, 2021 and 2020, respectively, that represent available-for-sale securities acquired using COVID Relief Acts funding provided for the purpose of supporting Amtrak's state and agency partners in making their State Supported route subsidy payments and capital payments due to Amtrak. See Note 2 for additional information on grant funding received in FY2021 and FY2020.

Available-for-sale securities are measured at fair value in the Consolidated Balance Sheets and unrealized gains and losses are included in the Consolidated Statements of Comprehensive Loss. Realized gains and losses are recognized when the securities are sold based on the specific identification method and realized gains and losses, interest, and dividends are recorded within "Interest income" in the Consolidated Statements of Operations.

Fuel Purchase Agreements

The Company periodically enters into agreements to purchase fuel in the future to manage a portion of its exposure to fluctuating energy prices. These agreements, which inherently contain market risk, are generally effective in reducing fluctuations in cash flows. The Company does not enter into energy agreements for trading or speculative purposes.

The Company does not designate these agreements as hedging instruments. Realized and unrealized gains and losses on these agreements are recorded in current earnings as a component of "Fuel, power, and utilities" in the Consolidated Statements of Operations.

During FY2021, \$5.7 million was recorded in realized gains on the Company's fuel purchase agreements. During FY2020, the Company recorded \$16.1 million in realized losses on its fuel purchase agreements. The Company had no outstanding future fuel purchase agreements as of September 30, 2021.

Accounts Receivable

Accounts receivable in the Consolidated Balance Sheets includes billed and unbilled accounts receivable. Billed accounts receivable represents amounts for which invoices have been sent to customers. These accounts receivable are recorded at the invoiced amount. Unbilled accounts receivable represents amounts recognized as revenue for which invoices have not yet been sent to customers but for which services and work have been performed. The Company recorded \$48.5 million and \$30.6 million of unbilled accounts receivable as of September 30, 2021 and 2020, respectively. The Company does not extend credit and payment is always due at the point of sale for passenger tickets, food and beverage, and related services sold to customers. With regard to non-passenger-related sales, the Company generally provides payment terms that typically range from 30 to 60 days. The Company does not require collateral from customers. Customer accounts outstanding longer than the payment terms are considered past due.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

3. Basis of Presentation and Summary of Significant Accounting Policies (continued)

Materials and Supplies

Materials and supplies, which are stated at weighted-average cost, net of allowance for shrinkage and obsolescence, consist primarily of items for repairs and maintenance of property and equipment. The allowance for shrinkage and obsolescence, \$53.4 million and \$49.3 million as of September 30, 2021 and 2020, respectively, is recorded based on specific identification and expected usage rates.

Property, Equipment, and Depreciation

Except as described below, property and equipment owned by the Company are carried at cost and depreciated using the group method of depreciation (group method) in which a single composite depreciation rate is applied to the gross investment in a particular class of property or equipment, despite differences in the service life or salvage value of individual property units within the same class. This excludes computer equipment and software, which are stated at cost and are individually depreciated on a straight-line basis over their estimated useful lives, which are generally four to ten years. Properties held under capital leases and leasehold improvements are depreciated over the shorter of their estimated useful lives or their respective lease terms, and the related depreciation expense is reported within “Depreciation and amortization” in the Consolidated Statements of Operations. Land is carried at cost.

For assets depreciated under the group method, upon normal sale or retirement, the cost less the net salvage value is applied to “Accumulated depreciation and amortization” in the Consolidated Balance Sheets and no gain or loss is recognized. Gains or losses on the disposal of land and accelerated depreciation related to significant premature retirements of assets under the group method are recorded in the Consolidated Statements of Operations at the time of occurrence. There were no significant premature retirements of depreciable property or disposals of land for which gains or losses were recorded in FY2021 or FY2020.

Amtrak periodically engages an outside civil engineering firm with expertise in railroad property usage to conduct a study to evaluate depreciation rates for assets subject to the group method. In addition to the adjustment to group depreciation rates because of periodic depreciation studies, certain other events might occur that could affect Amtrak’s estimates and assumptions related to depreciation. Unforeseen changes in operations or technology could substantially alter assumptions regarding Amtrak’s ability to realize the return on its investment in operating assets and, therefore, affect the amounts of current and future depreciation expense. Because group method depreciation expense is a function of analytical studies made of property and equipment, subsequent studies could result in different estimates of useful lives and net salvage values. If future group method depreciation studies yield results indicating that assets have shorter lives because of obsolescence, physical condition, changes in technology, or changes in net salvage values, the depreciation expense for assets under the group method could increase. Likewise, if future studies indicate that assets have longer lives, the depreciation expense for assets under the group method could decrease. The Company conducted a depreciation study in FY2021 and implemented the study results prospectively. The study resulted in a \$71.1 million reduction in depreciation expense in FY2021 due to change in the timing of recognition of the expense.

Construction-in-progress is stated at cost and includes direct costs of construction and interest capitalized during the period of construction of major facilities, locomotives, and passenger cars. Construction-in-

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

3. Basis of Presentation and Summary of Significant Accounting Policies (continued)

progress is transferred to property and equipment when substantially all the activities necessary to prepare such assets for their intended use are completed, at which time depreciation commences. When constructed assets are funded through long-term debt, capitalized interest is recorded as part of the asset to which it relates and is depreciated over the asset's useful life. Total interest incurred by the Company was \$38.1 million and \$44.8 million for FY2021 and FY2020, respectively, of which \$14.5 million and \$14.4 million was capitalized for FY2021 and FY2020, respectively.

The useful lives of locomotives, passenger cars, and other rolling stock assets for depreciation purposes range up to 40 years. Depreciable right-of-way and other properties are depreciated using useful lives ranging up to 90 years. Within other properties is computers, office equipment, and maintenance equipment which are depreciated using useful lives ranging from four to 53 years. Expenditures that significantly increase asset values or extend useful lives are capitalized, including major overhauls. Repair and maintenance expenditures, including preventive maintenance, are charged to operating expense when the work is performed. The cost of internally developed software is capitalized and amortized over its estimated useful life, which is generally five to ten years.

The Company accounts for asset retirement obligations (AROs) in accordance with Financial Accounting Standards Board (FASB) Accounting Standards Codification (ASC) Topic 410, *Asset Retirement and Environmental Obligations*. The standard applies to legal obligations associated with the retirement of long-lived assets that result from the acquisition, construction, development, and/or normal use of the asset. In accordance with FASB ASC Topic 410, the Company recognizes the fair value of any liability for conditional AROs, including environmental remediation liabilities, in the period in which it is incurred, which is generally upon acquisition, construction, or development and/or through the normal operation of the asset, if sufficient information exists with which Amtrak can reasonably estimate the fair value of the obligation. Amtrak capitalizes the cost by increasing the carrying amount of the related long-lived asset. The capitalized cost is depreciated over the useful life of the related asset and upon settlement of the liability Amtrak either settles the obligation for its recorded amount or incurs a gain or loss. The asset retirement cost capitalized was \$10.1 million as of both September 30, 2021 and 2020, and was included in "Right-of-way and other properties" in the Consolidated Balance Sheets.

Indirect Cost Capitalized to Property and Equipment

Capitalized overhead cost represents the indirect support expenses related to specific geographic regions and departments that are involved in particular capital projects. These indirect costs, which include fringe benefits allocable to direct labor, are capitalized along with the direct costs of labor, material, and other direct costs. Amtrak's overhead rates are updated at the end of each fiscal year based upon the actual activity and costs incurred during the fiscal year.

Impairment of Long-Lived Assets

Properties and other long-lived assets are reviewed for impairment whenever events or business conditions indicate that their carrying amounts may not be recoverable. Initial assessments of recoverability are based on an estimate of undiscounted future net cash flows. If impairment indicators are present, the assets are evaluated for sale or other disposition, and their carrying amounts are reduced to fair value based on discounted cash flows or other estimates of fair value.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

3. Basis of Presentation and Summary of Significant Accounting Policies (continued)

In performing its impairment analysis, the Company assumes future Federal Government subsidies at levels that are at least consistent with the historical funding levels, excluding the COVID Relief Acts funding, discussed in Note 2. With the passage of the IIJA, the Company's future funding levels will be significantly higher than historical funding levels. At its anticipated level of funding, the Company determined that no indicators of impairment existed as of both September 30, 2021 and 2020.

Restricted Investments

Restricted investments represent investments acquired using the funds received under a settlement agreement with one of the Company's state partners that requires the Company to utilize the funds only for certain agreed-upon capital projects and deposits into a debt service reserve account to meet requirements established by the 2016 RRIF Loan (see Note 7). These investments have been classified as restricted and non-current. The interest earned on the funds received under the settlement agreement can be withdrawn by the Company for its general use. Once the 2016 RRIF Loan debt service reserve account is fully funded, any excess funds in that account can also be withdrawn by the Company for general use, provided that Amtrak is not in default under the 2016 RRIF Loan and that withdrawal requests can only be made once per year. These investments are accounted for as available-for-sale securities, except for \$42.8 million and \$5.5 million in money market funds that are accounted for as equity securities as of September 30, 2021 and 2020, respectively.

Casualty Losses and Claims

Provision is made for Amtrak's estimated liability for unsettled casualty and other open claims. An insurance recovery receivable is recorded for the estimated liability for passenger and/or employee claims in excess of the Company's self-insured retention amount. The insurance recovery expected to be collected within one year is recorded in "Other current assets" and amounts expected to be collected beyond one year are recorded in "Deferred charges, deposits, and other" in the Consolidated Balance Sheets. These receivables represent the Company's best estimate of insurance proceeds it believes are highly probable of recovery.

Personal injury liability and ultimate loss projections are undiscounted and estimated using standard actuarial methodologies. The actuarial estimates include an estimate for unasserted claims. As of September 30, 2021 and 2020, the reserve for casualty losses and claims was \$387.6 million and \$290.3 million, respectively. The reserve balance as of September 30, 2021 includes the Company's best estimate of the liability for passenger and employee claims incurred related to the derailment which occurred in September 2021 (see Note 11). Of the total amount reserved as of September 30, 2021 and 2020, the estimated current claims liability included in "Accrued expenses and other current liabilities" in the Consolidated Balance Sheets was \$202.5 million and \$72.3 million, respectively. The remaining reserve as of both September 30, 2021 and 2020 is included in "Casualty reserves" in the Consolidated Balance Sheets.

Revenue Recognition

"Revenue from contracts with customers" in the Consolidated Statements of Operations includes (i) all passenger related revenue (i.e. ticket and food and beverage sales); (ii) commuter and freight access fee

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

3. Basis of Presentation and Summary of Significant Accounting Policies (continued)

and other revenue from the use of Amtrak-owned tracks by commuter agencies and freight railroad companies, and other revenue related to the use of Amtrak's infrastructure; (iii) revenue from reimbursable contracts, which represents amounts earned under contracts with customers pursuant to which the Company provides repair, maintenance, design, engineering, or construction services; (iv) revenue earned under contractual arrangements to operate various commuter rail services for a cost-based fee; (v) commercial development revenue from communication, parking, advertising, and pipe and wire contracts; and (vi) miscellaneous revenue from co-branding commissions and other sources.

The components of "Revenue from contracts with customers" are as follows (in millions):

	Year Ended September 30,	
	2021	2020
Ticket	\$ 872.7	\$ 1,239.0 ¹
Food and beverage	23.0	30.8 ¹
Total passenger related revenue	895.7	1,269.8
Commuter and freight access	244.5	235.6
Reimbursable operating	174.6	151.7
Commuter operations	122.4	124.2
Commercial development (non-lease)	40.2	43.8
Miscellaneous	20.8	30.1
Total revenue from contracts with customers	<u>\$ 1,498.2</u>	<u>\$ 1,855.2</u>

¹ In FY2020, the value of food and beverage provided to passengers as part of the ticket price was reported as food and beverage revenue. Beginning with FY2021, such amounts are reflected in ticket revenue. FY2020 reported Ticket revenue has been increased by \$46.5 million and Food and beverage revenue decreased by the same amount to reflect the current presentation.

Revenue from contracts with customers is recognized as operating revenues when the related performance obligations are performed. For passenger related revenue, amounts received for tickets that have been sold but not used are reflected initially as "Deferred ticket revenue" in the Consolidated Balance Sheets then recognized in revenue when travel occurs. Commuter and freight access revenues are recognized when the access service has been provided for the period. Reimbursable revenues are recognized when related costs are incurred. Commuter operations revenues are recognized as commuter operating services are provided to the customers. Commercial development (non-lease) revenues are recognized when the related services are provided to customers.

Non-refundable tickets expire and are recognized in revenue on the date of the scheduled travel. Refundable tickets expire and are recognized in revenue on the scheduled travel dates if the customers do not request a refund or exchange prior to travel in accordance with the Company's refund and exchange policy. The Company issues vouchers good for future travel within one year upon request for exchange and records revenue on issued vouchers that are estimated to expire unused (breakage). The Company uses its historical experience to estimate voucher breakage.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

3. Basis of Presentation and Summary of Significant Accounting Policies (continued)

“Other” revenue in the Consolidated Statements of Operations includes income from sources other than contracts with customers and includes (i) revenue from state partners for their State Supported route subsidy; (ii) revenue from state government capital assistance; and (iii) rental income from lease contracts and miscellaneous other revenue.

The components of “Other” revenue are as follows (in millions):

	Year Ended September 30,	
	2021	2020
State Supported route subsidy	\$ 352.8	\$ 342.1
Amortization of deferred state government capital assistance	139.7	133.4
Reimbursable capital revenue	50.1	59.3
Lease and other revenue	41.0	40.7
Total other revenue	<u>\$ 583.6</u>	<u>\$ 575.5</u>

State Supported route subsidy and reimbursable capital revenue are recognized in revenue in the periods when the related expenses are incurred. State government capital assistance is recorded as “Deferred state government capital assistance” in the Company's Consolidated Balance Sheets when received and is then amortized into revenue to offset the related asset's depreciation expense over the estimated life of the related asset.

For revenue transactions that involve more than one performance obligation, the Company defers the revenue associated with any unsatisfied performance obligation until the obligation is satisfied, considered to occur when control of a product is transferred to the customer or a service is completed.

Amtrak Guest Rewards Program

The Amtrak Guest Rewards (AGR) program generates customer loyalty by rewarding customers with incentives to travel on Amtrak. This program allows AGR members to earn AGR points by traveling on Amtrak or from transactions with other participating AGR partner companies such as credit card companies, hotels, and car rental agencies. Points can be redeemed for Amtrak travel or for non-travel such as partner gift cards or hotel/car rental certificates. To facilitate transactions with participating AGR partners, Amtrak also sells AGR points to members and partners.

To reflect the AGR points earned, the loyalty program includes two types of transactions that are considered revenue arrangements with multiple performance obligations: (1) AGR points earned with travel and (2) AGR points sold to members/partners.

AGR points earned with travel

Passenger ticket sales earning AGR points under the Company's loyalty program provide customers with (1) AGR points earned and (2) transportation provided by Amtrak. Amtrak values AGR points earned first and the remaining sales proceeds are allocated to Amtrak transportation. To value the AGR points earned, the Company uses the market approach to estimate the value per point and also factors in an estimated breakage for AGR points that are not likely to be redeemed. The Company uses statistical models to

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

3. Basis of Presentation and Summary of Significant Accounting Policies (continued)

estimate breakage based on both historical and forecasted future redemption patterns. A change in assumptions as to the actual redemption activity for AGR points or the estimated price per point expected to be redeemed could have a material impact on the Company's revenue in the year in which the change occurs and in future years.

For each passenger ticket sold to a customer who is an AGR member, the Company records the portion of the ticket price allocable to AGR points earned but not yet redeemed, net of estimated breakage, as "Amtrak guest rewards program liability" on the Consolidated Balance Sheets and the remaining portion of the passenger ticket sale for currently booked travel as "Deferred ticket revenue" on the Consolidated Balance Sheets. The "Deferred ticket revenue" is then recorded to "Revenue from contracts with customers" on the Consolidated Statements of Operations when Amtrak provides transportation or if the ticket goes unused and is forfeited.

The AGR liability is recognized in revenue based on the redemption types: (1) Amtrak travel redemption and (2) partner gift cards/certificates/points redemption. Upon redemption by a customer of AGR points for future Amtrak travel, Amtrak reclassifies the AGR liability to "Deferred ticket revenue" and then recognizes it within "Revenue from contracts with customers" when Amtrak provides transportation or if the ticket goes unused and is forfeited. When customers redeem AGR points for partner gift cards/certificates/points, Amtrak considers itself to be an agent of the transaction and recognizes revenue on a net basis at points redemption.

AGR points sold to members/partners

Customers may earn AGR points based on their spending with participating companies such as credit card companies, hotels, and car rental agencies with which the Company has marketing agreements to sell AGR points. Amtrak sells AGR points to those partner companies at agreed-upon rates. Payments are typically due monthly based on the volume of points sold during the period. AGR members may also purchase AGR points from the Company. Amtrak recognizes in "Amtrak guest rewards program liability" in the Consolidated Balance Sheets the payments collected from partners and members. The AGR liability is recognized in revenue based on the redemption types as described above.

As of September 30, 2021 and 2020, the Company's AGR program liability was \$149.3 million and \$158.9 million, respectively. The current portion of the liability was \$48.6 million and \$29.8 million as of September 30, 2021 and 2020, respectively, and is reported in "Accrued expenses and other current liabilities" in the Consolidated Balance Sheets.

Advertising Expenses

The Company records advertising expenses as incurred and reports these amounts in "Advertising and sales" in the Consolidated Statements of Operations. Advertising expenses were \$32.6 million and \$25.8 million for FY2021 and FY2020, respectively.

Income Taxes

The Company accounts for its income taxes in accordance with FASB ASC Topic 740, *Income Taxes*, which requires recognition of deferred tax assets and liabilities for future tax consequences attributable to

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

3. Basis of Presentation and Summary of Significant Accounting Policies (continued)

differences between the financial statement carrying amounts of existing assets and liabilities and their respective tax bases and operating loss and tax credit carryforwards. Deferred tax assets and liabilities are measured using enacted tax rates expected to apply to taxable income in the years in which those temporary differences are expected to be recovered or settled.

Management evaluates its potential exposures from tax positions taken that have been or could be challenged by taxing authorities. These potential exposures result because taxing authorities may take positions that differ from those taken by management in the interpretation and application of statutes, regulations, and rules. Management considers the possibility of alternative outcomes based upon historical experience, previous actions by taxing authorities (e.g., actions taken in other jurisdictions), and advice from tax experts. The Company has evaluated income tax positions taken in prior years and believes that all positions are more likely than not to be sustained in an audit.

Pursuant to the provisions of Title 49 of the United States Code, Section 24301, Amtrak is exempt from all state and local taxes, including income and franchise taxes that are directly levied against the Company. Accordingly, there is no provision for state and local income or franchise taxes recorded in the Consolidated Financial Statements for FY2021 and FY2020. The COVID Relief Acts funding described in Note 2 did not materially impact the Company's accounting for income taxes.

See Note 10 for additional information.

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities, disclose contingent assets and liabilities at the date of the financial statements, and report amounts of revenues and expenses during the reporting period. The Company bases these estimates on historical experience, the current economic environment, and various other assumptions that are believed to be reasonable under the circumstances. However, uncertainties associated with these estimates exist and actual results may differ from these estimates. The Company's significant estimates include: estimated useful lives of property and equipment, estimates of casualty reserves, estimate of AGR program liability, pension and other postretirement employee benefits cost and obligations (including expected return on plan assets, discount rates, and health care cost trend rates), estimated future valuation of certain assets in connection with the Company's tax planning strategy, and environmental reserves.

Comprehensive Loss

Amtrak reports a comprehensive loss in the Consolidated Statements of Comprehensive Loss. Comprehensive loss is defined as changes in equity of a business enterprise during a period from transactions and other events and circumstances from non-owner sources. As of September 30, 2021 and 2020, "Accumulated other comprehensive loss" consists of adjustments for pension and other postretirement liabilities and unrealized gains and losses on available-for-sale securities.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

3. Basis of Presentation and Summary of Significant Accounting Policies (continued)

Issued but Not Yet Adopted Accounting Pronouncements

In February 2016, the FASB issued ASU No. 2016-02, *Leases (Topic 842)*. The ASU was issued to increase transparency and comparability among companies by requiring most leases to be included in the balance sheet and by expanding disclosures on leasing arrangements. This ASU, along with subsequently issued ASUs providing guidance and practical expedients for implementation, are effective for the Company in FY2023. Early adoption is permitted, but the Company does not intend to early adopt.

The Company is still evaluating the impact of the guidance and is in the process of identifying the population of lease arrangements that are within the scope of the guidance and reviewing the systems and processes that are relevant to the implementation of this standard. As the Company is and will continue to be involved in multiple leasing arrangements whereby the Company is either the lessee or the lessor, the adoption of the ASU is expected to have a significant impact on the Company's Consolidated Balance Sheets due to recognition of assets and liabilities for leases currently accounted for as operating leases. However, the Company does not expect the guidance to have a material impact on its Consolidated Statements of Operations or Consolidated Statements of Cash Flows.

4. Accounting and Reporting for Federal Payments

Certain funds are provided to Amtrak during the year through federal payments. These federal payments, which are recorded when received in "Other paid-in capital" in the Consolidated Balance Sheets and Consolidated Statements of Changes in Capitalization, totaled \$4.1 billion and \$2.8 billion for FY2021 and FY2020, respectively.

Note 2 provides information on the Company's annual funding. Additional federal funding received by the Company, all of which was recorded within "Other paid-in capital" when received, is described below.

Since FY2005, the Department of Homeland Security has awarded Amtrak a total of \$225.5 million in grants from the Intercity Passenger Rail Grants Program, American Recovery and Reinvestment Act Rail and Transit Security Grant Program, and other security grants. Funding is provided on a reimbursable basis. Amtrak has cumulatively received \$186.0 million and \$179.7 million as of September 30, 2021 and 2020, respectively.

Appropriations are made to directly fund operations of Amtrak's Office of Inspector General (OIG). Amtrak and the OIG entered into a service agreement on January 8, 2010, whereby Amtrak would continue to provide accounting and financial management services for the OIG. Amtrak is reimbursed for expenses incurred upon the submission of invoices to the OIG. Amtrak was appropriated \$25.3 million and \$24.3 million for FY2021 and FY2020, respectively, and Amtrak received \$23.6 million and \$22.6 million in FY2021 and FY2020, respectively.

"Other paid-in capital", included in the Consolidated Balance Sheets and Consolidated Statements of Changes in Capitalization, also includes the effects of certain funding received from the Federal Government for the acquisition of and improvements to property and equipment. In exchange for this funding, Amtrak issued two promissory notes to the United States of America. The first note has a balance of \$4.0 billion as of September 30, 2021 and 2020, was issued in 1976 and matures on December 31, 2975, and is secured by the real and personal property of Amtrak, WTC, and PRIL. The second note has a

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

4. Accounting and Reporting for Federal Payments (continued)

balance of \$1.1 billion as of September 30, 2021 and 2020, was issued in 1983 and matures on November 1, 2082, with successive 99-year automatic renewal terms, if the note has not been paid at maturity or accelerated in accordance with its terms, and is secured by all rolling stock owned by Amtrak. Neither of the notes bears interest, unless prepaid, which Amtrak does not intend to do, or unless the note is accelerated in accordance with its terms. The amount due to the Federal Government on the first note may be accelerated by enactment of federal law or upon the occurrence of various actions concerning an Amtrak bankruptcy, reorganization, or assignment for the benefit of creditors. The Federal Government is entitled to repayment and interest under the second note in the event Amtrak ceases operations, is acquired by another entity, or seeks relief under bankruptcy or insolvency laws.

5. Capitalization

Preferred and Common Stock

For funds received from the Federal Government prior to December 2, 1997, the Rail Passenger Service Act (49 U.S.C. 24304) required Amtrak to issue to the Secretary preferred stock equal in par value to all federal operating payments and most federal capital payments received subsequent to October 1, 1981, as well as capital and certain operating payments received prior to that date. As of September 30, 2021 and 2020, 109,396,994 shares of \$100 par value preferred stock were authorized, all of which were issued and outstanding. All issued and outstanding preferred shares are held by the Secretary for the benefit of the Federal Government. The Amtrak Reform and Accountability Act of 1997 (the Act) resulted in significant modifications to Amtrak's capital structure. The Act abolished the voting rights and the liquidation preference of the preferred stockholder and abolished the requirement that additional preferred stock be issued by Amtrak in exchange for federal grants received. At the time of enactment of the Act, the minimum undeclared cumulative preferred dividend in arrears for all series issued and currently outstanding approximated \$5.8 billion and ranged between \$0.02 and \$97.08 per share. Each share of preferred stock is convertible into ten shares of common stock at the option of the preferred stockholder.

As of September 30, 2021 and 2020, 10,000,000 shares of \$10 par value common stock were authorized, of which 9,385,694 shares were issued and outstanding. The common stockholders, who acquired their stock from four railroads whose intercity rail passenger operations Amtrak assumed in 1971, have voting rights for amendments to Amtrak's Articles of Incorporation proposed by the Board of Directors and for certain other extraordinary events.

Accumulated Other Comprehensive Loss

The Company's accumulated other comprehensive loss consists of balances related to pension and other postretirement benefit plans and net unrealized gains or losses associated with available-for-sale securities. The balance related to pension and other postretirement benefit plans primarily consists of a net actuarial loss. The reclassifications from accumulated other comprehensive loss include amortization of prior service credits (net) based on average remaining service period of eligible employees, amortization of actuarial loss (net) based on life expectancy, and unrealized gains and losses on available-for-sale securities reclassified into earnings based on the specific identification method upon sales, maturities, and redemptions.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

5. Capitalization (continued)

The table below presents the changes in the accumulated other comprehensive loss balances, by components, and the amounts reclassified into earnings (in thousands):

	Pension and Other Postretirement Benefit Plans	Available-for- Sale Securities	Total
Balance as of September 30, 2019	\$ (247,484)	\$ 2,372	\$ (245,112)
Other comprehensive income before reclassifications	2,254	6,475	8,729
Amounts reclassified from accumulated other comprehensive loss into earnings	(4,391)	(1,749)	(6,140)
Net change	(2,137)	4,726	2,589
Balance as of September 30, 2020	(249,621)	7,098	(242,523)
Other comprehensive income (loss) before reclassifications	26,726	(7,922)	18,804
Amounts reclassified from accumulated other comprehensive loss into earnings	8,855	666	9,521
Net change	35,581	(7,256)	28,325
Balance as of September 30, 2021	<u>\$ (214,040)</u>	<u>\$ (158)</u>	<u>\$ (214,198)</u>

6. Available-for-Sale Securities

The Company's investments in debt securities are accounted for as available-for-sale securities and are recorded as "Available-for-sale securities" and "Restricted investments" in the Consolidated Balance Sheets. These investments are recorded at fair value with unrealized gains and losses recorded as a component of comprehensive loss in the Consolidated Statements of Comprehensive Loss.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

6. Available-for-Sale Securities (continued)

The amortized cost, gross unrealized gains and losses, and fair value by major security type of available-for-sale securities are as follows (in thousands):

	September 30, 2021			
	Total Amortized Cost	Gross Unrealized Losses	Gross Unrealized Gains	Total Fair Value
Corporate bonds	\$ 1,600,607	\$ (827)	\$ 807	\$ 1,600,587
Commercial paper	961,726	(4)	21	961,743
U.S. Treasury securities	273,793	(57)	313	274,049
Certificates of deposit	167,362	—	8	167,370
Other	438,244	(471)	51	437,824
Total available-for-sale securities	\$ 3,441,732	\$ (1,359)	\$ 1,200	\$ 3,441,573

	September 30, 2020			
	Total Amortized Cost	Gross Unrealized Losses	Gross Unrealized Gains	Total Fair Value
Corporate bonds	\$ 679,555	\$ (251)	\$ 2,729	\$ 682,033
Commercial paper	720,010	(7)	139	720,142
U.S. Treasury securities	704,627	(1)	3,214	707,840
Certificates of deposit	222,341	—	68	222,409
Other	200,847	(9)	1,216	202,054
Total available-for-sale securities	\$ 2,527,380	\$ (268)	\$ 7,366	\$ 2,534,478

The gross realized gains, gross realized losses, and sales proceeds, excluding proceeds received on maturities, of available-for-sale securities are as follows (in thousands):

	Year Ended September 30,	
	2021	2020
Gross realized gains	\$ 2,150	\$ 4,423
Gross realized losses	(66)	(10)
Total proceeds	2,103,478	954,304

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

6. Available-for-Sale Securities (continued)

The amortized cost and fair value of the available-for-sale securities by remaining contractual maturity are as follows (in thousands):

	September 30, 2021	
	Amortized Cost	Fair Value
Within one year	\$ 2,287,667	\$ 2,287,999
After one year through five years	1,138,687	1,138,197
After five years through ten years	14,954	14,953
After ten years	424	424
Total available-for-sale securities	<u>\$ 3,441,732</u>	<u>\$ 3,441,573</u>

The fair value and gross unrealized losses for available-for-sale securities aggregated by major security type and the length of time the individual securities have been in a continuous unrealized loss position are as follows (in thousands):

	September 30, 2021					
	Less Than Twelve Months		Twelve Months or Longer		Total	
	Gross Unrealized Losses	Fair Value	Gross Unrealized Losses	Fair Value	Gross Unrealized Losses	Fair Value
Corporate bonds	\$ (827)	\$ 975,905	\$ —	\$ —	\$ (827)	\$ 975,905
Commercial paper	(4)	142,844	—	—	(4)	142,844
U.S. Treasury securities	(57)	80,201	(1)	2,336	(58)	82,537
Other	(470)	304,464	—	91	(470)	304,555
Total	<u>\$ (1,358)</u>	<u>\$ 1,503,414</u>	<u>\$ (1)</u>	<u>\$ 2,427</u>	<u>\$ (1,359)</u>	<u>\$ 1,505,841</u>

	September 30, 2020					
	Less Than Twelve Months		Twelve Months or Longer		Total	
	Gross Unrealized Losses	Fair Value	Gross Unrealized Losses	Fair Value	Gross Unrealized Losses	Fair Value
Corporate bonds	\$ (251)	\$ 143,651	\$ —	\$ —	\$ (251)	\$ 143,651
Commercial paper	(7)	30,376	—	—	(7)	30,376
U.S. Treasury securities	(1)	9,346	—	—	(1)	9,346
Other	(4)	9,457	(5)	1,765	(9)	11,222
Total	<u>\$ (263)</u>	<u>\$ 192,830</u>	<u>\$ (5)</u>	<u>\$ 1,765</u>	<u>\$ (268)</u>	<u>\$ 194,595</u>

The Company does not believe that any individual unrealized loss in available-for-sale securities as of September 30, 2021 represents a credit loss. The Company does not intend to sell the debt securities in an unrealized or unrecognized loss position as of the balance sheet date. Additionally, it is not more likely than not that the Company will be required to sell the debt securities before the anticipated recovery of its remaining amortized cost of the debt securities in an unrealized or unrecognized loss position at September 30, 2021. There were no impairment losses recognized in earnings on available-for-sale securities in FY2021 or FY2020.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

7. Long-term Debt

Total long-term debt is recorded at amortized cost in the Consolidated Balance Sheets and consists of the following (in thousands):

	September 30, 2021		September 30, 2020	
	Current	Long-Term	Current	Long-Term
Mortgage obligations:				
Frequency converter facility	\$ 6,765	\$ 77,840	\$ 11,175	\$ 84,605
High speed maintenance facilities	—	—	9,639	—
Other	986	—	—	—
Subtotal	7,751	77,840	20,814	84,605
Senior notes:				
Secured senior notes	5,000	266,680	9,000	271,680
Unsecured senior notes	6,000	79,948	2,000	85,948
Subtotal	11,000	346,628	11,000	357,628
Secured promissory note	8,293	7,656	—	—
Term Loan A	—	—	15,156	—
Term Loan B	—	—	7,386	21,633
2016 RRIF loan	5,186	551,921	—	583,020
Principal amount of long-term debt	32,230	984,045	54,356	1,046,886
Less: unamortized discount/premium/ issuance cost	(2,721)	(27,205)	(384)	(31,025)
Total long-term debt	\$ 29,509	\$ 956,840	\$ 53,972	\$ 1,015,861

Letters of Credit

The Company has unsecured commercial letters of credit of \$4.3 million that support the issuance of auto fleet insurance. As of September 30, 2021 and 2020, there were no draws against these letters of credit.

Revolving Credit Facility

On October 7, 2020, the Company entered into a \$250 million unsecured revolving credit facility with four lenders for working capital and to enhance Amtrak's liquidity. The facility expires on October 7, 2023. Borrowings under the facility will have an interest rate based on the interest rate option selected by Amtrak from the following options: (a) the Base Rate Option, which is a variable rate equal to the highest of (i) the Prime Rate, (ii) the Federal Funds Rate plus 0.5%, and (iii) the LIBOR Index Rate, plus 1.0%; or (b) the LIBOR Rate Option, equal to the LIBOR rate for the applicable period set on the date of determination plus an applicable margin based on the Company's Standard & Poor's and Moody's ratings (Credit Ratings). Both the Base Rate Option and the LIBOR Rate Option have a minimum rate of 0.25%. Amtrak must pay a commitment fee on any undrawn portion of the revolving credit facility of 15 basis points and subject to increase based on Amtrak's Credit Ratings. The facility provides for use of an agreed-upon replacement rate in case LIBOR is no longer available and the use of the Base Rate Option until such agreement is reached. Under the facility, Amtrak is subject to restrictive covenants and financial

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

7. Long-Term Debt (continued)

covenants that require the Company and its subsidiaries to maintain certain financial ratios on a consolidated basis. The Company has not made any draws under the facility.

Mortgage Obligations

Frequency Converter Facility

During FY2001, the Pennsylvania Economic Development Financing Authority (PEDFA) completed two issues, Series A and Series B, of exempt facilities revenue bonds, the net proceeds of which were used to finance part of the costs associated with Amtrak's construction of a frequency converter facility (the Facility). Amtrak procured the bond proceeds of each issue through a structured financing arrangement with PEDFA. Under this arrangement, Amtrak leased the Facility to PEDFA until November 2041, under a long-term ground lease, in exchange for the total net proceeds. Simultaneously, Amtrak leased the Facility back from PEDFA through June 2033, with an option to extend this term through November 2041. PEDFA also has the right to extend Amtrak's leaseback term through November 2041.

On March 31, 2012, PEDFA issued \$95.1 million of PEDFA exempt facilities revenue refunding bonds (Series A 2012 bonds), with varying maturities between November 1, 2013 and 2041, to refund the Series A of 2001. The interest rates on the Series A 2012 bonds range from 3.0% to 5.0% (yields ranging from 1.1% to 4.7%).

On February 15, 2012, the Series B bonds were reissued to a commercial bank for a period of five years (Series B 2012 bonds). The Series B 2012 Bonds continued to have a November 2041 maturity date, but the bond documents provided for a mandatory redemption on February 15, 2017. The interest rate was converted to a tax-effected fraction of the sum of one-month LIBOR plus the applicable spread (based on Amtrak's credit rating) per annum.

On February 15, 2017, at the Company's direction, PEDFA issued \$45 million of PEDFA exempt facilities revenue refunding bonds (Series B 2017 bonds) to redeem the Series B 2012 bonds. The Series B 2017 bonds were issued to the same commercial bank for another period of five years with an interest rate of a tax-effected fraction of the sum of three-month LIBOR plus the applicable spread based on the Company's credit rating, which was an effective rate of 0.85% and 1.05% as of September 30, 2021 and 2020, respectively. The Series B 2017 bonds are being repaid in equal quarterly payments of \$2.25 million over a five-year period, with the first payment made on May 15, 2017.

Amtrak's obligations in connection with the Series A Bonds and the Series B Bonds are cross-collateralized by a pledge of Amtrak's interest in the Facility. In addition, Amtrak guaranteed all principal and interest payments by PEDFA on the Series A and Series B bonds.

High Speed Maintenance Facilities

On October 30, 2012, Amtrak purchased the equity ownership interests related to leveraged lease agreements under which Amtrak leases three Acela maintenance facilities. As a result of the buyout, Amtrak no longer made lease payments relating to the equity interest, but continued to make payments servicing the leveraged lease debt. The final payment was made in FY2021.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

7. Long-Term Debt (continued)

Senior Notes

On December 6, 2016, the Company issued 3.60% senior secured notes for \$365 million due November 15, 2033 and 3.81% senior unsecured notes for \$135 million due November 15, 2031 (the Notes). The proceeds from the Notes were used to pay off an outstanding capital lease obligation and other related project costs. The secured notes are secured by locomotives acquired by the original capital lease obligation. The Company is repaying the Notes in semi-annual installments beginning in May 2017 and continuing each May 15 and November 15 thereafter to and including November 15, 2033 for the senior secured notes and November 15, 2031 for the senior unsecured notes.

Secured Promissory Note

On December 23, 2020, the Company issued a promissory note for \$23.7 million. The proceeds from the note were used to pay off certain outstanding capital lease obligations. The note is secured by a cash collateral deposit of the same amount. The Company is repaying the note starting from February 22, 2021 through March 24, 2024 according to a payment schedule. The promissory note bears no explicit interest. The imputed incremental borrowing rate for the promissory note is 1.75%.

Term Loan A and Term Loan B

On June 19, 2014, the Company entered into a \$200.0 million long-term loan, secured by certain of the Company's P-42 diesel locomotives, of which \$130.0 million was financed with one commercial lender (Term Loan A) and \$70.0 million was financed with a different commercial lender (Term Loan B). Under the terms of the agreement for Term Loan A, the Company incurred interest at a rate of LIBOR plus 1.0%. At the time that Term Loan A was entered into, the Company entered into an interest rate swap agreement, the impact of which made the effective interest rate on Term Loan A 2.76%. Under the agreement for Term Loan B, the Company incurred interest at a fixed rate of 3.36%. Term Loan A matured on June 20, 2021 and Term Loan B, which was scheduled to mature on June 20, 2024, was terminated early by the Company and paid in full in June 2021.

2016 RRIF Loan

On August 16, 2016, the Company entered into a \$2.45 billion financing agreement with the Federal Government under the RRIF Loan program to finance the acquisition of 28 Next Generation High-Speed Trainsets (the Trainsets), related spare parts, and improvements to existing facilities and properties (the 2016 RRIF Loan). Amtrak's obligations under the 2016 RRIF Loan are collateralized by a pledge of the Trainsets, spare parts, and the debt service reserve account required under the financing agreement. See Note 11 for a description of the contracts issued to a vendor for the construction and delivery of the Trainsets and related services.

Starting June 15, 2021, the Company is required to fund and maintain a restricted debt service reserve account equal, over time, to increasing percentages of the projected first year debt service payments to support future debt service. The Company deposited \$36.1 million to the debt service reserve account in FY2021.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

7. Long-Term Debt (continued)

Amtrak is required to begin making repayments on borrowings under the 2016 RRIF Loan on September 15, 2022.

All borrowings under the 2016 RRIF Loan bear interest at a rate of 2.23% per annum. The Company also pays a credit risk premium of 5.80% for all amounts borrowed under the 2016 RRIF Loan. The amortization of the credit risk premium is recognized as interest expense. The Company is capitalizing all interest expense recognized during the construction period allocated to the Trainsets as part of Construction-in-progress in the Consolidated Balance Sheets.

During FY2021, no amounts were borrowed and \$39.0 million was repaid. During FY2020, no amounts were borrowed or repaid. Total interest incurred in FY2021 was \$14.8 million, of which \$14.5 million was capitalized within "Construction-in-progress" in the Consolidated Balance Sheets. In FY2020, total interest incurred was \$14.4 million, all of which was capitalized within "Construction-in progress".

Interest Rates

The annual weighted-average interest rates for all interest-bearing borrowings (inclusive of the impact of any interest rate swaps) are shown below:

	September 30,	
	2021	2020
Mortgage obligations	4.78 %	4.81 %
Senior notes	3.65	3.65
Secured promissory note	1.75	N/A
Term loans	N/A	3.15
2016 RRIF Loan	2.23	2.23

The overall weighted-average interest rate on all interest-bearing borrowings (inclusive of the impact of any interest rate swaps) is 2.94% and 2.99% per annum at September 30, 2021 and 2020, respectively.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

7. Long-Term Debt (continued)

Scheduled Long-Term Debt Maturities

On September 30, 2021, scheduled maturities of long-term debt are as follows (in thousands):

Year Ending September 30,	
2022	\$ 32,230
2023	53,073
2024	50,708
2025	52,736
2026	53,350
Thereafter	774,178
Principal amount of long-term debt	1,016,275
Less: unamortized discount/premium/issuance cost	(29,926)
Total long-term debt	<u>\$ 986,349</u>

Amtrak is subject to various covenants and restrictions under its borrowing arrangements. A default by Amtrak or acceleration of Amtrak's indebtedness may result in cross-default with other debt and may have a material adverse effect on the Company. As of September 30, 2021, the Company had satisfied all of its debt covenant obligations.

8. Leasing Arrangements

Amtrak leases equipment, primarily passenger cars and locomotives, and related maintenance infrastructure under capital leasing arrangements. Amtrak has entered into various lease transactions in which the lease structure contains variable interest entities (VIEs). These VIEs were created solely for the purpose of doing lease transactions and have no other activities, assets, or liabilities outside of the lease transactions. In some of the arrangements, Amtrak has the option to purchase some or all of the assets at a fixed price, thereby creating variable interests for Amtrak in the VIEs.

Amtrak maintains and operates the assets based on contractual obligations within the lease arrangements, which set specific guidelines consistent with industry standards. As such, Amtrak has no control over activities that could materially impact the fair value of the leased assets. Amtrak does not hold the power to direct the activities of the VIEs and, therefore, does not control the ongoing activities that have a significant impact on the economic performance of the VIEs. Additionally, Amtrak does not have the obligation to absorb losses or the right to receive benefits of the VIEs.

As of September 30, 2021 and 2020, the gross amount of assets recorded under capital leases was \$479.3 million and \$1.2 billion, respectively, with accumulated amortization of \$304.0 million and \$1.0 billion, respectively. During FY2021, Amtrak terminated several capital leases with total outstanding principal of \$41.3 million. Amtrak paid the lease terminations and related claims through either a cash settlement or cash collateralization of the remaining rent. In connection with the lease terminations, Amtrak acquired legal or beneficial ownership of the equipment under these terminated capital leases.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

8. Leasing Arrangements (continued)

Amtrak is subject to various covenants and restrictions under its leasing arrangements. Amtrak has given guarantees or entered into reimbursement agreements in connection with certain of these lease transactions. A default by Amtrak or acceleration of Amtrak's indebtedness may result in cross-default to other Amtrak indebtedness, and may have a material adverse effect on the Company (see Note 7).

Future Minimum Lease Payments

As of September 30, 2021, future minimum lease payments under capital leases are as follows (in thousands):

Year ending September 30,	
2022	\$ 7,560
2023	670
2024	84
2025	86
2026	87
Thereafter	2,910
Total minimum lease payments	11,397
Less: discounted to current period amount at interest rates ranging from 6.6% to 9.1%	(2,445)
Present value of minimum lease payments at September 30, 2021	<u>\$ 8,952</u>

The current portion of capital lease obligations as of September 30, 2021 and 2020 was \$7.2 million and \$43.4 million, respectively, and is presented in "Current maturities of long-term debt and capital lease obligations" in the Consolidated Balance Sheets.

Operating Leases

As of September 30, 2021, Amtrak is obligated for the following minimum rental payments under operating lease agreements (in thousands):

Year ending September 30,	
2022	\$ 29,337
2023	26,089
2024	21,489
2025	16,561
2026	14,353
Thereafter	29,938
Total	<u>\$ 137,767</u>

Rent expense for FY2021 and FY2020 was \$50.2 million and \$58.9 million, respectively.

Amtrak leases offices, operating areas, stations, and other terminal space. These leases often contain renewal options to enable the Company to retain the use of facilities. Some of the leases contain escalation

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

8. Leasing Arrangements (continued)

clauses that increase the rents based on a fixed or variable rate, such as an inflation factor index. Under certain leases, the Company is obligated to pay additional amounts based on the facility's operating expenses.

9. Fair Value Measurement

FASB ASC Topic 820, *Fair Value Measurement*, defines fair value for financial reporting, establishes a framework for measuring fair value, and requires disclosures about fair value measurements. FASB ASC Topic 820 established a three-level valuation hierarchy for disclosure of fair value measurements. The valuation hierarchy is based upon the transparency of inputs to the valuation of an asset or liability as of the measurement date.

The three levels are defined as follows:

- Level 1 - observable market inputs that are unadjusted quoted prices for identical assets or liabilities in active markets.
- Level 2 - other significant observable inputs (including quoted prices for similar securities, interest rates, credit risk, etc.).
- Level 3 - significant unobservable inputs (including the Company's own assumptions in determining the fair value of investments).

The fair value measurement of an asset or liability is assigned a level based on the lowest level of any input that is significant to the fair value measurement.

Financial Instruments Measured at Fair Value

The Company's financial instruments measured at fair value on a recurring basis on the Consolidated Balance Sheets as of September 30, 2021 and 2020 are as follows (in thousands):

	Fair Value Measurement as of September 30, 2021		
	Level 1	Level 2	Total
Available-for-sale securities:			
Corporate bonds	\$ —	\$ 1,600,587	\$ 1,600,587
Commercial paper	—	961,743	961,743
U.S. Treasury securities	—	274,049	274,049
Certificates of deposit	—	167,370	167,370
Other	23,009 ¹	414,815	437,824
Total available-for-sale securities	23,009	3,418,564	3,441,573
Money market funds	432,986	—	432,986
Total financial instruments, at fair value	\$ 455,995	\$ 3,418,564	\$ 3,874,559

¹ Includes receivables and payables related to unsettled transactions.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)
Notes to Consolidated Financial Statements (continued)

9. Fair Value Measurements (continued)

	Fair Value Measurement as of September 30, 2020		
	Level 1	Level 2	Total
Available-for-sale securities:			
Corporate bonds	\$ —	\$ 682,033	\$ 682,033
Commercial paper	—	720,142	720,142
U.S. Treasury securities	—	707,840	707,840
Certificates of deposit	—	222,409	222,409
Other	(44,278) ¹	246,332	202,054
Total available-for-sale securities	(44,278)	2,578,756	2,534,478
Money market funds	175,513	—	175,513
Fuel purchase agreements	—	1,185	1,185
Total financial instruments, at fair value	<u>\$ 131,235</u>	<u>\$ 2,579,941</u>	<u>\$ 2,711,176</u>

¹ Includes receivables and payables related to unsettled transactions.

Valuation Techniques

The fair values of the Company's available-for-sale debt securities and money market funds are measured using prices received from pricing services, prices received from alternative pricing sources, and mathematically derived calculated prices using market observable inputs. Pricing methodologies used in determining the fair value incorporate terms and conditions of the security, current performance data, proprietary pricing models, real-time quotes from contributing dealers, trade prices, and other market data. The Company's fuel purchase agreements were valued by a third-party consultant based on prevailing market data derived from proprietary models.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

9. Fair Value Measurements (continued)

The following is a description of the valuation techniques and inputs used for the fair value measurement of the Company's financial instruments, including the general fair value hierarchy classification of each category:

Financial Instruments	Valuation Techniques and Inputs Used	Fair Value Hierarchy Level
Corporate bonds	Market approach using prices from pricing services	Level 2
Commercial paper	Cost approach using calculated prices based on amortization schedule	Level 2
U.S. Treasury securities	Market approach using prices from pricing services	Level 2
Certificates of deposit	Cost approach using calculated prices based on amortization schedule	Level 2
Other (cash, receivables, payables and other securities, including agency discount notes, asset-backed securities, and sovereign bonds)	Cash, receivables, and payables - carrying value Securities - market approach using prices from pricing services	Cash, receivables, and payables - Level 1 Other securities - Level 2
Money market funds	Market approach using market observable fixed net asset value of \$1	Level 1
Fuel purchase agreements	Market approach using daily mid-market mark for the underlying diesel fuel price to value the contract	Level 2

See Note 13 for fair value measurements for assets held by the Company's Retirement Income Plan.

10. Income Taxes

The Company recorded no income tax expense in FY2021 and FY2020. A reconciliation of the actual effective income tax rate for FY2021 and FY2020 to the expected amount computed by applying the U.S. federal statutory income tax rate to Amtrak's pretax loss is as follows:

	Year Ended September 30,	
	2021	2020
U.S. federal statutory income tax rate	21.0 %	21.0 %
Impact of:		
Expiration of net operating loss (NOL)	(12.6)	(2.1)
Valuation allowance	(9.0)	(21.5)
Other	(0.5)	(0.1)
State government capital assistance	1.1	1.3
Adoption of revenue recognition standard	N/A	1.4
Effective income tax rate	— %	— %

National Railroad Passenger Corporation and Subsidiaries (Amtrak)
Notes to Consolidated Financial Statements (continued)

10. Income Taxes (continued)

Deferred income tax assets and liabilities were comprised of the following (in thousands):

	September 30,	
	2021	2020
Deferred tax assets:		
NOL carryforward	\$ 1,913,332	\$ 1,834,211
Deferred state government capital assistance	205,205	161,766
Postretirement employee benefits obligation	127,997	139,380
Claims reserves	52,462	41,790
Accrued vacation and other compensation accruals	36,604	25,484
Amtrak guest rewards program liability	31,353	33,364
Other accruals	18,883	14,381
Materials and supplies reserves	11,224	10,347
Other	13,162	31,871
Gross deferred tax assets	<u>2,410,222</u>	<u>2,292,594</u>
Less: valuation allowance	<u>(943,863)</u>	<u>(765,408)</u>
Net deferred tax assets	<u>1,466,359</u>	<u>1,527,186</u>
Deferred tax liabilities:		
Property and equipment	<u>(1,466,359)</u>	<u>(1,527,186)</u>
Gross deferred tax liabilities	<u>(1,466,359)</u>	<u>(1,527,186)</u>
Net deferred tax liability	<u>\$ —</u>	<u>\$ —</u>

Amtrak has recorded valuation allowances against net deferred tax assets as it is more likely than not that the results of future operations will not generate sufficient taxable income to realize deferred tax assets, which primarily relate to NOL carryforwards. In FY2021, the valuation allowance increased by \$178.5 million.

NOL carryforwards were \$9.1 billion and \$8.7 billion as of September 30, 2021 and 2020, respectively. An NOL carryforward of \$1.2 billion from FY2001 and \$171.3 million from FY2000 expired unused during FY2021 and FY2020, respectively. The remaining carryforwards generated from years through FY2017 will expire in various years from FY2022 through FY2037. The NOLs generated beginning in FY2018 may be carried forward indefinitely and will not expire; however, they can only be used to offset 80% of taxable income in any given future year.

The Company is subject to examination by the Internal Revenue Service and tax authorities in other jurisdictions in which it operates. Generally, the Company's tax years still subject to examination are FY2018 and forward.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

11. Commitments and Contingencies

Financial Assistance

Amtrak receives significant financial assistance from the Federal Government in the form of grants and entitlements. The right to these resources, including the funding received in FY2021 and FY2020 under the COVID Relief Acts described in Note 2, is generally conditioned upon compliance with terms and conditions of the grant agreements and applicable federal regulations, including the expenditure of the resources for eligible purposes. Substantially all grants are subject to financial and compliance audits by the grantors. Any disallowances because of these audits become a liability of the Company. The Company does not believe that the liabilities that may result from such audits for periods through September 30, 2021, would have a material effect on its financial position or the results of operations.

Commitments

Amtrak has various purchase commitments related to capital improvements pertaining to the ordinary conduct of business. In addition, Amtrak has entered into various agreements with states, cities, and other local transportation authorities and private companies pursuant to which Amtrak is required to fund various railroad facility and infrastructure improvements, and to fund the remanufacture and supply of railroad passenger equipment. Such commitments are not in excess of expected requirements and are not reasonably likely to result in performance penalties or payments that would have a material adverse effect on the Company's liquidity.

Philadelphia 30th Street Redevelopment

On January 22, 2021, the Company entered into a Ground Lease and Development Agreement with a master developer (the Developer) to redevelop the William H. Gray III 30th Street Station, Philadelphia, Pennsylvania (the Station Redevelopment). In addition to the Station Redevelopment, the Developer also is providing operating and maintenance service to the station. The base price of the Station Redevelopment is approximately \$0.5 billion. Amtrak is financing the Station Redevelopment through the Developer by paying off the Station Redevelopment costs over a 50-year term pursuant to an approved payment schedule. The notice to proceed for the Station Redevelopment was issued on October 1, 2021 after completion of a series of post-due-diligence tasks. As the Station Redevelopment progresses, at each month end starting from September 2021, the Company recognizes "Construction-in-progress" and an associated liability to the Developer. At September 30, 2021, the Company has recognized \$11.7 million in construction and other project-related costs, all of which were capitalized as part of "Construction-in-progress" in the Consolidated Balance Sheets. The Station Redevelopment is expected to be fully completed by May 30, 2026.

Virginia Funding Agreement

On March 26, 2021, Amtrak entered into a funding agreement with the Commonwealth of Virginia under which Virginia is committed to undertake a program of investments and Amtrak will contribute up to \$944 million towards the construction of certain key elements under the first two phases of the program. The objective of the program is to develop and expand passenger rail service in Virginia and beyond. The Company makes quarterly payments to Virginia based on actual expenditures Virginia incurs under the program. As of September 30, 2021, the Company has incurred \$13.1 million related to the program, all of

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

11. Commitments and Contingencies (continued)

which was capitalized under “Construction-in-progress” in the Consolidated Balance Sheets. The first two phases of the program are expected to be completed by September 30, 2031.

ICT Equipment Purchase

On June 24, 2021, Amtrak entered into an agreement with a contractor to purchase certain intercity trainsets (ICT) equipment, including 73 base trainsets, 67 locomotives and 18 spare vehicles, with options to purchase additional trainsets. As of September 30, 2021, the base price for the ICT equipment purchase contract is \$2.6 billion. The Company makes payments to the contractor pursuant to an approved payment schedule upon the contractor’s successful completion of certain tasks (milestones) during the contract. As of September 30, 2021, the Company has incurred \$133.5 million in construction and other project-related costs which were capitalized under “Construction-in-progress” in the Consolidated Balance Sheets.

Also on June 24, 2021, the Company entered into a technical support and spares supply agreement (TSSSA) with the same contractor to provide technical support, spares, and other related services for the twenty-year period commencing upon the conditional acceptance of the first trainset. The base price for the TSSSA is approximately \$281 million plus overhaul material costs within the contract period. As of September 30, 2021, the Company has not incurred any cost related to the TSSSA.

Long Distance Diesel-electric Locomotives Purchase

On December 20, 2018, Amtrak entered into an agreement with a contractor to purchase 75 long distance diesel-electric passenger locomotives with options to purchase additional locomotives. As of September 30, 2021, the base price with change orders for the 75 locomotives is \$456.8 million. The Company makes payments to the contractor pursuant to an approved payment schedule upon the contractor’s successful completion of certain tasks (milestones) during the contract. As of September 30, 2021 and 2020, the Company has incurred \$288.2 million and \$208.8 million, respectively, in construction and other project-related costs which were capitalized under “Construction-in-progress” in the Consolidated Balance Sheets. Deliveries of the locomotives started in June 2021.

Also on December 20, 2018, the Company entered into a TSSSA with the same contractor to provide technical support, spares, and other related services for the twenty-three year period commencing upon the acceptance of the first locomotive. Acceptance of the locomotive follows the delivery and testing by Amtrak and the FRA. The base price for the TSSSA is approximately \$285 million plus overhaul material costs within the contract period. As of September 30, 2021 and 2020, the Company has not incurred any cost related to the TSSSA.

New Acela Trainsets Purchase

On August 8, 2016, the Company entered into a Purchase Agreement with a contractor for the acquisition of the Trainsets to replace the Company’s current *Acela Express* equipment which runs on the NEC. The base price of the contract with change orders is \$1.5 billion. Financing for the contract was obtained under the 2016 RRIF Loan (see Note 7). The Company issued a Notice to Proceed (NTP) to the contractor on August 16, 2016. The Company makes payments to the contractor pursuant to an approved payment schedule upon the contractor’s successful completion of certain tasks (milestones) during the contract. The Company has incurred \$1.1 billion and \$898.0 million in construction and other project-related costs as of

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

11. Commitments and Contingencies (continued)

September 30, 2021 and 2020, respectively. Of the total cost incurred, \$1.0 billion and \$881.4 million were capitalized as part of "Construction-in-progress" in the Consolidated Balance Sheets as of September 30, 2021 and 2020, respectively. The remaining costs were either recorded within "Deferred charge, deposits, and other" and will be amortized into expense over time or were expensed in the year incurred and reported in the Consolidated Statements of Operations for those years.

Also on August 8, 2016, the Company entered into a TSSSA with the same contractor to provide technical support, spares, and other related services for the fifteen-year period commencing upon acceptance of the first trainset. Acceptance of the locomotive follows the delivery and testing by Amtrak and the FRA. The base price for the technical support and spares supply agreement with change orders is \$637.0 million. The Company incurred \$63.0 million and \$32.9 million in cost related to the agreement as of September 30, 2021 and 2020, respectively which is recorded in Deferred charges, deposits and other.

Host Railroad Agreements

Most of the rights-of-way over which Amtrak operates are owned by other railroads. Amtrak operates over such rights-of-way under agreements with these railroads. The terms of the agreements range up to twenty years, although they may remain in effect longer if neither party seeks to renegotiate. Payments to these railroads vary based on levels of usage and performance. The total amount incurred by Amtrak for operations over the right-of-way during FY2021 and FY2020 totaled \$133.2 million and \$176.7 million, respectively, and are included primarily in "Train operations" in the Consolidated Statements of Operations.

Risk of Liability and Insurance

The Amtrak Reform and Accountability Act of 1997 (the Act) limited the amount railroad passengers may recover from a single accident to an aggregate of \$200.0 million. The FAST Act required the Secretary to increase the limit on passenger liability claims based on the change in the consumer price index since December 2, 1997. On January 11, 2016, the Secretary issued its calculation setting the new limit at \$294.3 million effective February 11, 2016. The FAST Act requires the limit to be adjusted every five years after the date of the FAST Act's enactment. On February 25, 2021, the limit was increased to \$322.9 million. Amtrak purchases excess liability insurance for passenger liability claims subject to the statutory cap and for non-passenger liability not limited by the Act.

Amtrak operates a majority of its passenger rail service on tracks owned by freight railroads. Amtrak indemnifies these railroads for certain liabilities that arise as a result of its operations on freight tracks. Its indemnity generally applies to bodily injury and property damage claims made by its employees, passengers, and third parties struck by its trains, and for damage to its equipment. The freight railroads generally indemnify Amtrak for bodily injury and property damage claims made by freight railroad employees and third parties, and for damage to freight railroad equipment, lading, and property.

Amtrak maintains insurance for its liability to employees and other parties for injury or damage to their property and for damage to Amtrak property. Amtrak self-insures a portion of these liabilities.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

11. Commitments and Contingencies (continued)

Derailment

On September 25, 2021, westbound Amtrak train No. 7 traveling from Chicago to Seattle/Portland, derailed near Joplin, Montana (the Derailment). There were 149 passengers and 16 crew members onboard. Three passengers were killed and at least 118 passengers and crew members were injured. 21 passengers have filed lawsuits. Five railcars were destroyed in the Derailment.

The National Transportation Safety Board (NTSB) is the lead agency in the investigation of the Derailment. On October 26, 2021, the NTSB issued its preliminary report. The preliminary report indicates that (1) the maximum allowable speed on this section of track was 79 mph for passenger trains, (2) preliminary data from the leading locomotive's event recorder showed that train No. 7 was traveling between 75 and 78 mph when its emergency brakes were activated, (3) the positive train control system was enabled and operating at the time of the derailment, and (4) future investigative activity will focus on track and engineering, equipment, survival factors, and passenger railcar crash worthiness. The NTSB investigation is still ongoing.

As of September 30, 2021, the Company has accrued its best estimate of its liabilities for passenger and employee claims. The expected claim payments to be made during FY2022 were recorded within "Accrued expenses and other current liabilities" on the Company's Consolidated Balance Sheets. The remaining claim reserve liability was recorded within "Casualty reserves".

Labor Agreements

Excluding employees within Amtrak's OIG, 83.3% of Amtrak's labor force is covered by labor agreements. Under the Railway Labor Act, labor contracts never expire but are instead opened at agreed-upon times for mandatory bargaining, known as Section 6, as referenced in the Railway Labor Act. Although there are no timeframes for negotiations to be completed, it is almost certain there will be retroactive wage increases in the settlements, consistent with prior agreements. During FY2018, the Company ratified labor contracts with all its unionized workforce. All of the Company's collective bargaining agreements are currently open for mandatory bargaining. The soonest that any negotiated change would be effective is January 1, 2022, for all unions except the Fraternal Order of Police (FOP). The earliest that any negotiated change would be effective for the FOP is October 1, 2022.

Legal Proceedings

Amtrak is involved in various litigation and arbitration proceedings in the normal course of business, including but not limited to tort, contract, eminent domain, and civil rights claims. When management concludes that it is probable that a liability has been incurred and the amount of the liability can be reasonably estimated, it is accrued through a charge to earnings. While the ultimate amount of liability incurred in any of these lawsuits and claims is dependent on future developments, in management's opinion, recorded liabilities, where applicable, are adequate to cover the future payment of such liabilities and claims. However, the outcome of any of these lawsuits and claims cannot be predicted with certainty, and unfavorable or unexpected outcomes could result in additional accruals that could be significant to Amtrak's results of operations in a particular year. Any adjustments to the recorded liability will be reflected in earnings in the periods in which such adjustments are probable and reasonably estimable.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

11. Commitments and Contingencies (continued)

Americans with Disabilities Act Compliance

Under the Americans with Disabilities Act (ADA), stations in the intercity rail transportation system served by Amtrak were required to be readily accessible to and usable by individuals with disabilities no later than July 26, 2010. This requirement applies to all components of a station used by the general public, including passenger platforms, designated waiting areas, ticketing areas, restrooms, and in some cases, concession areas. The Company has developed a plan to bring the station components for which it is legally responsible into ADA compliance. This plan is regularly updated and adjusted based on new information and external factors, such as direction the Company receives from the FRA and other government agencies. On June 9, 2015, the Department of Justice (DOJ) provided Amtrak with a Letter of Findings and Conclusions regarding ADA compliance at Amtrak. On December 2, 2020, DOJ and Amtrak entered into a joint settlement agreement pursuant to which the Company agreed, among other things, to bring into compliance the station components for which it is legally responsible. Amtrak is working to obtain sufficient funding to achieve full ADA compliance of all station components for which it is responsible under the ADA. The extent of these estimated costs and effects of non-compliance on operations cannot be determined at this time. Further, the nature of all expenditures that will be incurred, and the effect on operating results, have not yet been fully analyzed. Accordingly, the accompanying Consolidated Financial Statements do not reflect the costs of Amtrak becoming fully compliant with the ADA. As of September 30, 2021 and 2020, Amtrak has spent a total of \$746.4 million and \$656.5 million, respectively, on ADA-related projects. Approximately \$89.9 million and \$103.9 million of the expenditures were incurred during FY2021 and FY2020, respectively.

Positive Train Control

In 2008, Congress enacted the Rail Safety Improvement Act. The legislation included a mandate that all Class I railroads and each railroad hosting intercity or commuter rail passenger service (with some limited exceptions) should have Positive Train Control (PTC) systems installed and operating by the initial deadline of December 31, 2015. Subsequently, the Surface Transportation Extension Act of 2015 extended this deadline to December 31, 2018, or December 31, 2020 for railroads meeting specific statutory criteria. Amtrak and all of its host railroads have been fully PTC compliant since December 31, 2020. Amtrak has completed the installation of PTC on all Amtrak owned or controlled tracks which require PTC, and Amtrak trains operating on these tracks have PTC protection. Additionally, Amtrak is operating PTC on all host railroad tracks that require PTC.

As of September 30, 2021 and 2020, Amtrak has spent \$332.5 million and \$302.1 million, respectively, for PTC-related projects on Amtrak owned or controlled rail lines and equipment. Approximately \$30.4 million and \$36.4 million of the expenditures were incurred during FY2021 and FY2020, respectively.

Certain host railroads have asserted material claims against Amtrak to recover costs of PTC installation and Amtrak's contribution to the costs incurred by certain host railroads over which Amtrak operates its passenger trains have not been finalized. They also may assert future claims to recover from Amtrak certain PTC maintenance costs. The Company is in the process of analyzing the documents provided to date by the host railroads and evaluating whether Amtrak would be responsible for certain of the costs incurred by the host railroads in connection with their implementation of PTC on host railroad owned property. Amtrak is in arbitration with one host railroad regarding PTC.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

11. Commitments and Contingencies (continued)

As of September 30, 2021 and 2020, Amtrak accrued its best estimate of the liability associated with PTC installation and maintenance costs on host railroad track for amounts determined to be both probable and reasonably estimable. The portion of the liability that Amtrak expects to pay in FY2022 is recorded within "Accrued expenses and other current liabilities", and the remaining portion is recorded within "Other liabilities", in the Consolidated Balance Sheets. Amtrak anticipates that additional accruals, which may be material, may be recorded in the future once the Company completes its analysis of submitted claims and its negotiations with the host railroads. It is possible that Amtrak may incur additional material liability in excess of the amount recognized to date, but such amounts cannot be estimated at this time. Accruals for amounts to be paid to these host railroads will be reflected in the periods in which such liability becomes probable and reasonably estimable. Amtrak believes that it may be able to recover some of the PTC installation and maintenance costs to be paid to the host railroads from the state agencies for which Amtrak provides service. Amtrak records the state reimbursement when it is agreed-upon between Amtrak and the state.

12. Environmental Matters

The Company is subject to extensive and complex federal and state environmental laws and regulations regarding environmental issues. As a result of its operations and acquired properties, Amtrak is from time to time involved in administrative and judicial proceedings and administrative inquiries related to environmental matters. Amtrak's policy is to accrue estimated liabilities and capitalize such remediation costs if they extend the life, increase the capacity, or improve the safety or efficiency of the property; mitigate or prevent environmental contamination that has not occurred but may result from future operations; are incurred in preparing the property for sale; or are incurred on property acquired with existing environmental conditions; and to expense other remediation costs. The liability is periodically adjusted based on Amtrak's present estimate of the costs it will incur related to these sites and/or actual expenditures made. Some of the Company's real estate properties may have the presence of environmentally regulated wastes or materials. If these properties undergo excavations or major renovations or are demolished, certain environmental regulations that are in place may specify the manner in which the wastes or materials must be assessed, handled, and disposed. The Company has identified a number of locations for which excavations and major renovations are planned and liabilities have been recorded. In the future, the Company may plan other excavations, demolitions, major renovations, or other construction activities that affect similar wastes or materials.

At some locations, although a potential liability exists for the removal or remediation of environmentally regulated materials, sufficient information is not available currently to estimate the liability, as the range of time over which the Company may settle these obligations is unknown or the cost of remediation cannot be reasonably estimated at this time. Although the Company believes it has appropriately recorded current and long-term reserves for known and estimable future environmental costs, it could incur significant costs that exceed reserves or require unanticipated cash expenditures.

As of September 30, 2021 and 2020, the environmental reserve was \$154.1 million and \$178.1 million, respectively. These reserves for estimated future environmental costs are undiscounted and include future costs for remediation and restoration of sites as well as any significant ongoing monitoring costs. The current portion of the reserve was \$12.1 million and \$9.1 million as of September 30, 2021 and 2020,

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

12. Environmental Matters (continued)

respectively, and is reported in “Accrued expenses and other current liabilities” in the Consolidated Balance Sheets. The balance of the reserve as of both September 30, 2021 and 2020 is reported as “Environmental reserve” in the Consolidated Balance Sheets. Costs related to estimated future capital expenditures for environmental remediation were \$133.5 million and \$154.3 million as of September 30, 2021 and 2020, respectively, and are included in “Right-of-way and other properties” in the Consolidated Balance Sheets.

The amounts included in environmental reserves in the Consolidated Balance Sheets reflect only Amtrak’s estimate of its portion of the gross liability. The ultimate liability for environmental remediation is difficult to determine with certainty due to, among other factors, the number of potentially responsible parties, site-specific cost sharing arrangements, the degree and types of contamination, potentially unidentified contamination, developing remediation technology, and evolving statutory and regulatory standards related to environmental matters. In addition, for certain known sites, the ultimate liability cannot be estimated until the results of the remedial investigation phase are known.

Amtrak’s management and legal counsel believe that additional future remedial actions for known environmental matters will not have a material adverse effect on the Company’s results of operations or financial condition and that its environmental reserves are adequate to fund remedial actions to comply with present laws and regulations.

13. Postretirement Employee Benefits

Amtrak has a qualified non-contributory defined benefit retirement plan (the Retirement Income Plan) whose assets are held in trust covering certain nonunion employees and certain union employees who at one time held nonunion positions. Effective June 30, 2015, the Retirement Income Plan was closed to new entrants and frozen for future benefit accruals. Amtrak provides medical benefits to its qualifying retirees and life insurance to some retirees in limited circumstances under its postretirement benefits program. The headcount reductions implemented in FY2020 in response to the impacts of COVID-19 (see Note 1) resulted in a curtailment of the Company's postretirement benefits program offered to nonunion employees. This resulted in a \$3.2 million increase in projected benefit obligation in FY2020.

Obligations and Funded Status

The liability of the Company’s pension benefits under its Retirement Income Plan as well as other postretirement benefits plans as of September 30, 2021 and 2020 is as follows (in thousands):

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

13. Postretirement Employee Benefits (continued)

	Pension Benefits		Other Benefits	
	2021	2020	2021	2020
Reconciliation of projected benefit obligation:				
Obligation at October 1	\$ 529,553	\$ 499,061	\$ 596,052	\$ 632,733
Service cost	—	—	12,066	13,106
Interest cost	13,929	15,558	14,764	18,864
Actuarial loss (gain)	2,677	40,956	(16,787)	(27,266)
Employee contributions	—	—	1,530	1,864
Benefit payments	(27,130)	(26,022)	(47,572)	(46,407)
Other	—	—	—	3,158
Obligation at September 30	<u>\$ 519,029</u>	<u>\$ 529,553</u>	<u>\$ 560,053</u>	<u>\$ 596,052</u>
Reconciliation of fair value of plan assets:				
Plan assets at October 1	\$ 461,891	\$ 447,554	\$ —	\$ —
Actual return on plan assets	35,672	43,309	—	—
Employer contributions	—	—	46,042	44,543
Participant contributions	—	—	1,530	1,864
Medicare Part D subsidy	—	—	57	50
Benefit payments, net	(27,990)	(28,972)	(47,629)	(46,457)
Plan assets at September 30	<u>\$ 469,573</u>	<u>\$ 461,891</u>	<u>\$ —</u>	<u>\$ —</u>
Funded status:				
Accumulated benefit obligation at September 30	\$ (519,029)	\$ (529,553)	\$ (560,053)	\$ (596,052)
Projected benefit obligation at September 30	(519,029)	(529,553)	(560,053)	(596,052)
Fair value of plan assets	469,573	461,891	—	—
Net unfunded status of the plan	<u>\$ (49,456)</u>	<u>\$ (67,662)</u>	<u>\$ (560,053)</u>	<u>\$ (596,052)</u>
Net liability recognized in Consolidated Balance Sheets	<u>\$ (49,456)</u>	<u>\$ (67,662)</u>	<u>\$ (560,053)</u>	<u>\$ (596,052)</u>

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

13. Postretirement Employee Benefits (continued)

Pension and other postretirement benefit amounts recorded in the Consolidated Balance Sheets as of September 30, 2021 and 2020 are as follows (in thousands):

	Pension Benefits		Other Benefits	
	2021	2020	2021	2020
Accrued expenses and other current liabilities	\$ 30	\$ 22	\$ 43,882	\$ 49,981
Postretirement employee benefits obligation	49,426	67,640	516,171	546,071
Net amount recognized	<u>\$ 49,456</u>	<u>\$ 67,662</u>	<u>\$ 560,053</u>	<u>\$ 596,052</u>

Pension and other postretirement benefit amounts recognized in accumulated other comprehensive loss in FY2021 and FY2020 are as follows (in thousands):

	Pension Benefits		Other Benefits	
	2021	2020	2021	2020
Net actuarial loss	\$ 146,218	\$ 160,937	\$ 67,821	\$ 98,622
Prior service cost	—	—	—	(9,939)
Net amount recognized	<u>\$ 146,218</u>	<u>\$ 160,937</u>	<u>\$ 67,821</u>	<u>\$ 88,683</u>

Components of Net Periodic Benefit Cost

The following table provides the components of net periodic benefit cost for the plans for FY2021 and FY2020 (in thousands):

	Pension Benefits		Other Benefits	
	2021	2020	2021	2020
Service cost	\$ —	\$ —	\$ 12,066	\$ 13,106
Interest cost	13,929	15,558	14,764	18,864
Expected return on plan assets	(23,374)	(25,924)	—	—
Accumulated Other Comprehensive Loss reclassification adjustment:				
Amortization of prior service credit	—	—	(9,939)	(21,857)
Amortization of actuarial loss	4,780	4,079	14,014	13,387
Other expenses	1,204	3,181	—	—
Other	—	—	—	1,509
Net periodic benefit (income) cost	<u>\$ (3,461)</u>	<u>\$ (3,106)</u>	<u>\$ 30,905</u>	<u>\$ 25,009</u>

Service cost is recorded in “Salaries, wages, and benefits” on the Consolidated Statements of Operations. All other components of net periodic benefit costs are recorded in “Other (expense) income, net” on the Consolidated Statements of Operations.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

13. Postretirement Employee Benefits (continued)

During FY2021, the Retirement Income Plan incurred a net actuarial loss of \$2.7 million, consisting primarily of a \$10.7 million experience loss and a \$1.5 million loss due to changes in the mortality table, partially offset by a \$9.5 million gain due to an increase in the discount rate because of increases in the corporate bond rates in FY2021. During FY2020, the Retirement Income Plan incurred a net actuarial loss of \$41.0 million, consisting primarily of a \$30.1 million loss due to a decrease in the discount rate because of decreases in the corporate bond rates in FY2020 and a \$15.2 million loss due to changes in the mortality table and longevity improvement scale, partially offset by a \$4.3 million net gain due to changes in other demographic assumptions (e.g. retirement rates, withdrawal rates, optional payment forms, etc.) and experience.

During FY2021, the other postretirement benefits plans incurred a combined net actuarial gain of \$16.8 million, consisting primarily of a \$10.4 million gain from an increase in discount rate, along with favorable changes in claims of \$8.9 million and in actual versus expected plan experience of \$7.8 million, partially offset by \$7.9 million change in other demographic assumptions (e.g. retirement rates, withdrawal rates), \$1.5 million loss from change in trend rates and elimination of excise tax, and \$0.9 million due to changes in the mortality table. During FY2020, the other postretirement benefits plans incurred a combined net actuarial gain of \$27.3 million, consisting primarily of a \$40.0 million gain due to change in trend rates and elimination of excise tax, a \$24.3 million gain due to change in participation rates, and a \$17.9 million gain due to change in spouse coverage percentages, partially offset by a \$30.0 million loss due to a decrease in the discount rate because of decreases in corporate bond rates in FY2020, a \$13.5 million loss due to changes in the mortality table and longevity improvement scale, and a \$10.7 million net loss due to changes in other demographic assumptions (e.g. retirement rates, withdrawal rates) and actual versus expected plan experience for claims, retirement, mortality, and turnover.

Plan Assets

The Company's pension plan asset allocation at September 30, 2021 and 2020, and initial target allocation for FY2022, are as follows:

	Plan Assets		
	2022	2021	2020
Fixed income debt securities	60.0 %	60.2 %	63.7 %
Commingled funds	22.0	21.8	—
Mutual funds	8.0	7.6	—
Money market fund	9.0	6.9	3.9
Other ¹	1.0	3.5	1.3
Domestic equity fund	—	—	16.4
International equity fund	—	—	7.5
Diversified fixed income fund	—	—	7.2
Total	100.0 %	100.0 %	100.0 %

¹ Other consisted of cash, receivables and payables related to unsettled transactions.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

13. Postretirement Employee Benefits (continued)

The long-term objective for assets held by the Retirement Income Plan is to generate investment returns that, in combination with funding contributions from the Company, provide adequate assets to meet all current and future benefit obligations of the Retirement Income Plan. The Retirement Income Plan seeks to maintain or reduce investment risk levels unless the funded status decreases significantly, with the ultimate goal to be in a position to defease the pension liability. Over the long term, it is anticipated that asset-liability management strategy will be the key determinant of the returns generated by the pension assets and the associated volatility of returns and funded status. In particular, the allocation and structure of the “growth portfolio” and the structure of the long-term fixed income portfolio (longer duration fixed income securities and similar investments) are the key elements of the asset-liability strategy for the pension investment program. In the growth portfolio, the Plan invests in Commingled funds and Mutual funds, which include equity securities and similar investments. The Retirement Income Plan’s asset allocation strategy is primarily based on the Retirement Income Plan’s current funded status. The Retirement Income Plan’s return requirements and risk tolerance will change over time. As a result of the Retirement Income Plan’s asset allocation strategies, there are no significant concentrations of risk within the portfolio of investments.

Following is a description of the valuation techniques and inputs used for the investments measured at fair value, including the general classification of such instruments pursuant to the valuation hierarchy.

Level 1 Investments

Money Market Fund

Money market funds generally transact subscription and redemption activity at a \$1.00 stable NAV. Investments in money market funds can be redeemed on a daily basis. Amtrak’s investment in money market funds consists of the JPMorgan 100% U.S. Treasury Securities Money Market Fund. The fund’s NAV is published regularly and the fair value is deemed readily determinable.

Domestic Equity Fund

This investment category consisted of the Vanguard Total Stock Market Index Fund which is made up of U.S. equity securities and seeks to closely track the performance of the Center for Research in Security Prices U.S. Total Market Index. This fund is considered a gauge of small-, mid-, and large-cap growth and value stocks regularly traded on the New York Stock Exchange and NASDAQ. This investment was liquidated in FY2021.

International Equity Fund

This investment category consisted of the Vanguard FTSE All-World ex-US Index Fund which includes stocks of companies located in developed and emerging markets around the world. The fund seeks to track the performance of a benchmark index that measures the investment return of stocks of companies located in developed and emerging markets around the world, excluding the United States. The fund is actively traded and the quoted price for this fund is readily available. This investment was liquidated in FY2021.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

13. Postretirement Employee Benefits (continued)

Diversified Fixed Income Fund

This investment category consisted of the PIMCO Diversified Income Fund which includes investment grade corporate, high yield and emerging market fixed income securities in its portfolio composition. This fund actively manages a portfolio that invests across a broad universe of fixed income instruments in the global credit markets. The fund is actively traded and the quoted price for this fund is readily available. This investment was liquidated in FY2021.

Level 2 Investments

Fixed Income Debt Securities

This investment category consists of corporate bonds, government bonds, municipal bonds, and U.S. government securities. These investments are valued using prices provided by independent pricing services based on compilation of primarily observable market information or broker quotes in a non-active market.

Commingled Funds

This category consists of global stocks and a diversified portfolio of assets. Investments in commingled funds are valued at the NAV of units held at the end of the period based upon the value of the underlying investments as determined by quoted market prices or by a pricing service.

Mutual Funds

This category consists of Goldman Sachs Multi-Manager Funds and Tactical Tilts. The Multi-Manager funds include investments in non-core fixed income and real assets. Tactical Tilts are implemented using a combination of different investment vehicles and instruments, including Goldman Sachs Asset Management funds, exchange-traded funds, options, futures, forwards, and swaps. These investments are valued at the NAV of units held at the end of the period based upon the value of the underlying investments as determined by quoted market prices or by a pricing service.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

13. Postretirement Employee Benefits (continued)

The following tables present the fair values of the Company's pension investments by level within the fair value hierarchy (as described in Note 9) as of September 30, 2021 and 2020 (in thousands):

	<u>Total</u>	<u>Level 1</u>	<u>Level 2</u>
September 30, 2021			
Fixed income debt securities:			
Corporate bonds	\$ 229,801	\$ —	\$ 229,801
U.S. government securities	28,137	—	28,137
Government bonds	13,910	—	13,910
Municipal bonds	10,992	—	10,992
Total fixed income debt securities	282,840	—	282,840
Commingled funds	102,281	—	102,281
Mutual funds	35,614	—	35,614
Money market funds	32,395	32,395	—
Total investments, at fair value	\$ 453,130	\$ 32,395	\$ 420,735
Other ¹	16,443		
Total plan assets	<u>\$ 469,573</u>		

¹ Other primarily consisted of cash, receivables, and payables related to unsettled transactions.

	<u>Total</u>	<u>Level 1</u>	<u>Level 2</u>
September 30, 2020			
Fixed income debt securities:			
Corporate bonds	\$ 256,203	\$ —	\$ 256,203
U.S. government securities	4,176	—	4,176
Government bonds	17,956	—	17,956
Municipal bonds	16,048	—	16,048
Total fixed income debt securities	294,383	—	294,383
Domestic equity fund	75,714	75,714	—
International equity fund	34,800	34,800	—
Diversified fixed income fund	33,028	33,028	—
Money market fund	17,788	17,788	—
Total investments, at fair value	\$ 455,713	\$ 161,330	\$ 294,383
Other ¹	6,178		
Total plan assets	<u>\$ 461,891</u>		

¹ Other primarily consisted of cash, receivables, and payables related to unsettled transactions.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

13. Postretirement Employee Benefits (continued)

Rate of Return

Several factors are considered in developing the estimate for the long-term expected rate of return on plan assets. These include historical rates of return over the past three-, five- and ten-year periods as well as projected long-term rates of return obtained from pension investment consultants.

In the short term, there may be fluctuations of positive and negative yields year over year, but over the long term, the return based on target asset allocation is expected to be approximately 5.0%.

Estimated Future Benefit Payments

Based upon the assumptions used to measure the pension and other postretirement benefit obligations as of September 30, 2021, including other postretirement benefits attributable to estimated future employee service, Amtrak expects that pension benefits and other postretirement benefits to be paid over the next ten years will be as follows (in thousands):

	Pension Benefits	Other Benefits
Year ending September 30,		
2022	\$ 30,261	\$ 43,882
2023	29,903	40,350
2024	30,047	38,770
2025	30,126	38,349
2026	30,183	37,264
2027-2031	147,823	179,253

Contributions

In FY2022, Amtrak does not expect to contribute to the Retirement Income Plan and expects to contribute \$43.9 million towards other postretirement benefits.

Assumptions

Weighted-average assumptions used to determine benefit obligations as of September 30, 2021 and 2020 are as follows:

	Pension Benefits		Other Benefits	
	2021	2020	2021	2020
Discount rate	2.87 %	2.71 %	2.65-2.88 %	2.49-2.68 %

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Consolidated Financial Statements (continued)

13. Postretirement Employee Benefits (continued)

Weighted-average assumptions used to determine net periodic benefit cost for the years ended September 30, 2021 and 2020 are as follows:

	Pension Benefits		Other Benefits	
	2021	2020	2021	2020
Discount rate	2.71 %	3.21 %	2.49-2.68 %	3.07-3.13 %
Expected long-term rate of return	5.25 %	6.00 %	N/A	N/A

Assumed health care cost trend rates are as follows:

	September 30,	
	2021	2020
Health care cost trend rate assumed for next year	6.25-6.84 %	6.41-6.91 %
Rate to which the cost trend rate is assumed to decline (the ultimate trend rate)	5.00 %	5.00 %
Year that the rate reaches the ultimate trend rate	2028	2026

Prescription Drug Benefits

On December 8, 2003, the Medicare Prescription Drug, Improvement, and Modernization Act of 2003 (the Medicare Act) was signed into law. The Medicare Act introduced a prescription drug benefit under Medicare (Medicare Part D) as well as a federal subsidy to sponsors of retiree health care benefit plans that provide a benefit that is at least actuarially equivalent to Medicare Part D. Amtrak elected to record an estimate of the effects of the Medicare Act in accounting for its postretirement benefit plans and provide disclosures required by ASC Topic 715, *Compensation - Retirement Benefits*. Amtrak's accumulated pension benefit obligation for its other benefits is reduced by \$0.3 million for both FY2021 and FY2020 for this prescription drug benefit.

401(k) Savings Plans

Amtrak provides a 401(k) savings plan for nonunion employees. Under the plan, Amtrak matches a portion of employee contributions up to seven percent of the participant's salary, subject to applicable limitations. During FY2020, as one of the steps taken by the Company to maximize liquidity in light of the uncertainty surrounding the impact of COVID-19, the Company temporarily suspended employer matching contributions under the plan. Employer matching contributions were resumed in October 2020. Amtrak's expenses under this plan were \$19.0 million and \$12.2 million for FY2021 and FY2020, respectively.

Additionally, Amtrak provides a 401(k) savings plan for union employees. Amtrak does not match any portion of the employee contributions under this plan.

14. Subsequent Events

The Company has evaluated subsequent events through December 17, 2021, which is the date the financial statements are available to be issued, and concluded that there were no additional subsequent events requiring disclosure.



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Report of Independent Auditors on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

The Board of Directors and Stockholders
National Railroad Passenger Corporation

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of National Railroad Passenger Corporation and subsidiaries (the Company), which comprise the consolidated balance sheet as of September 30, 2021, and the related consolidated statements of operations, comprehensive loss, changes in capitalization and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated December 17, 2021.

Federal Government Funding

As explained in Notes 1 and 2 in the accompanying consolidated financial statements, the Company has a history of operating losses and is dependent upon substantial Federal Government subsidies to sustain its operations and maintain its underlying infrastructure. As further explained in Note 2 to the consolidated financial statements, the Company is receiving Federal Government funding under the Continuing Appropriations Acts and the Infrastructure Investment and Jobs Act. There are currently no Federal Government operating funds appropriated by law for any period subsequent to February 18, 2022. Without the receipt of Federal Government subsidies, the Company will not be able to continue in its current form and significant operating changes, restructurings or bankruptcy might occur. Our opinion is not modified with respect to this matter.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered National Railroad Passenger Corporation and subsidiaries' internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of National Railroad Passenger Corporation and subsidiaries' internal control. Accordingly, we do not express an opinion on the effectiveness of National Railroad Passenger Corporation and subsidiaries' internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether National Railroad Passenger Corporation and subsidiaries' financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of This Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Ernst + Young LLP

December 17, 2021

Single Audit

Report of Independent Auditors on Compliance for Each Major Federal Program; Report on Internal Control Over Compliance and Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

Management and the Board of Directors and Stockholders
National Railroad Passenger Corporation

Report on Compliance for Each Major Federal Program

We have audited National Railroad Passenger Corporation's (Amtrak or the Company) compliance with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) *Compliance Supplement* that could have a direct and material effect on each of Amtrak's major federal programs for the year ended September 30, 2021. Amtrak's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of Amtrak's major federal programs based on our audit of the types of compliance requirements referred to above.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about Amtrak's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of Amtrak's compliance.

Opinion on Each Major Federal Program

In our opinion, Amtrak complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended September 30, 2021.

Other Matters

The results of our auditing procedures disclosed instances of noncompliance, which are required to be reported in accordance with the Uniform Guidance and which are described in the accompanying schedule of findings and questioned costs as findings 2021-001 relating to equipment and real property management for Assistance Listing No. 20.315 – National Railroad Passenger Corporation Grants and 2021-002 relating to the expenditures included in the initial preparation of the Schedule of Expenditures of Federal Awards (activities allowed or unallowed and allowable costs/cost principles) and/or the generation of underlying supporting populations for Assistance Listing No. 20.315 – National Railroad Passenger Corporation Grants, Assistance Listing No. 20.316 – Railroad Rehabilitation and Improvement Financing Program, and for Assistance Listing No. 16.922 – Equitable Sharing Program. Our opinion on each major federal program is not modified with respect to these matters.

Amtrak's response to the noncompliance findings identified in our audit is described in the accompanying schedule of findings and questioned costs. Amtrak's response was not subjected to the auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

Report on Internal Control Over Compliance

Management of Amtrak is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered Amtrak's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of Amtrak's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, we did identify certain deficiencies in internal control over compliance, as described in the accompanying schedule of findings and questioned costs as finding 2021-001 relating to equipment and real property management for Assistance Listing No. 20.315 – National Railroad Passenger Corporation Grants and finding 2021-002 relating to the expenditures included in the initial preparation of the Schedule of Expenditures of Federal Awards (activities allowed or unallowed and allowable costs/cost principles) and/or the generation of underlying supporting populations for Assistance Listing No. 20.315 – National Railroad Passenger Corporation Grants, Assistance Listing No. 20.316 – Railroad Rehabilitation and Improvement Financing Program, and for Assistance Listing No. 16.922 – Equitable Sharing Program, that we consider to be significant deficiencies.

Amtrak’s response to the internal control over compliance findings identified in our audit is described in the accompanying schedule of findings and questioned costs. Amtrak’s response was not subjected to the auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of Amtrak as of and for the year ended September 30, 2021, and have issued our report thereon dated December 17, 2021, which contained an unmodified opinion on those financial statements. We have not performed any procedures with respect to the audited financial statements subsequent to December 17, 2021. Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditure of federal awards is fairly stated in all material respects in relation to the financial statements as a whole.

Ernst + Young LLP

June 15, 2022

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Schedule of Expenditures of Federal Awards
(In Thousands of Dollars)

Year Ended September 30, 2021

Federal Grantor/Program or Cluster Title	Federal Assistance Listing No.	Total Federal Expenditures
U.S. Department of Transportation		
Direct awards:		
National Railroad Passenger Corporation Grants	20.315	\$ 1,794,995
COVID-19 National Railroad Passenger Corporation Grants	20.315	1,568,612
Total National Railroad Passenger Corporation Grants	20.315	<u>3,363,607</u>
Railroad Rehabilitation and Improvement Financing Program	20.316	596,340
Railroad Safety Technology Grants	20.321	469
Fiscal Year 2013 Hurricane Sandy Disaster Relief Grants to the National Railroad Passenger Corporation	20.323	46
Total U.S. Department of Transportation		<u>3,960,462</u>
U.S. Department of Homeland Security		
Direct award:		
Rail and Transit Security Grant Program	97.075	5,386
Total U.S. Department of Homeland Security		<u>5,386</u>
U.S. Department of Justice		
Direct award:		
Equitable Sharing Program	16.922	5,245
Total U.S. Department of Justice		<u>5,245</u>
Total expenditures of federal awards		<u><u>\$ 3,971,093</u></u>

The accompanying notes are an integral part of this schedule.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Notes to Schedule of Expenditures of Federal Awards

Year Ended September 30, 2021

1. Basis of Presentation

The accompanying Schedule of Expenditures of Federal Awards (the Schedule) includes the federal award activity of the National Railroad Passenger Corporation and subsidiaries (Amtrak) under programs of the federal government for the year ended September 30, 2021. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of Amtrak, it is not intended to and does not present the consolidated financial position, change in net assets, or cash flows of Amtrak.

Amtrak's reporting entity is defined in Note 3, "Basis of Presentation and Summary of Significant Accounting Policies," in Amtrak's consolidated financial statements.

2. Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance and the Federal Acquisition Regulation, 48 C.F.R. Chapter 1, Subpart 31.2, *Contracts with Commercial Organizations*, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

3. Indirect Cost Rate

Amtrak has elected not to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance.

4. Railroad Rehabilitation and Improvement Financing Program

The outstanding loan balance is approximately \$557.3 million at September 30, 2021.

Balance, September 30, 2020	\$	583.0
Interest		13.3
Payments		(39.0)
Balance, September 30, 2021	\$	<u>557.3</u>

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Schedule of Findings and Questioned Costs

Year Ended September 30, 2021

Section I – Summary of Auditor’s Results

Financial Statements

Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP Unmodified

Internal control over financial reporting:

Material weakness(es) identified? **yes** X **no**
 Significant deficiency(ies) identified? **yes** X **none reported**
 Noncompliance material to financial statements noted? **yes** X **no**

Federal Awards

Internal control over major federal programs:

Material weakness(es) identified? **yes** X **no**
 Significant deficiency(ies) identified? X **yes** **none reported**

Type of auditor’s report issued on compliance for major federal programs Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)? X **yes** **no**

Identification of major federal programs:

<u>Assistance Listing Number</u>	<u>Name of Federal Program or Cluster</u>
20.315	National Railroad Passenger Corporation Grants
20.316	Railroad Rehabilitation and Improvement Financing Program

Dollar threshold used to distinguish between Type A and Type B programs: \$ 11,913,275

Auditee qualified as low-risk auditee? X **yes** **no**

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Schedule of Findings and Questioned Costs (continued)

Year Ended September 30, 2021

Section II – Federal Awards Findings and Questioned Costs

Finding 2021-001: Equipment and Real Property Management (Repeat Finding 2020-001)

**Program Name: National Railroad Passenger Corporation Grants
COVID-19 National Railroad Passenger Corporation Grants
Assistance Listing No. 20.315**

**Federal Award No.: FR-AMT-0019-20
FR-AMT-0020-20
FR-AMT-0022-21
FR-AMT-0023-21**

Federal Agency: U.S. Department of Transportation

Criteria

The code of federal regulations – 2 CFR 200.313 Equipment requires that:

1. Equipment must be used in the program or project for which it was acquired as long as needed, whether the project or program continues to be supported by the federal award or, when appropriate, under other Federal awards; however, the non-Federal entity must not encumber the equipment without prior approval of the federal awarding agency (2 CFR 200.313(c) and (e)).
2. Property records must be maintained that include a description of the property, a serial number or other identification number, the source of funding for the property (including the federal award identification number), who holds title, the acquisition date, cost of the property, percentage of federal participation in the project costs for the federal award under which the property was acquired, the location, use and condition of the property, and any ultimate disposition data, including the date of disposal and sales price of the property (2 CFR 200.313(d)(1)).
3. A physical inventory of the property must be taken and the results reconciled with the property records at least once every two years (2 CFR 200.313(d)(2)).
4. A control system must be developed to ensure adequate safeguards to prevent loss, damage, or theft of the property. Any loss, damage, or theft must be investigated (2 CFR 200.313(d)(3)).

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Schedule of Findings and Questioned Costs (continued)

Year Ended September 30, 2021

Section II – Federal Awards Findings and Questioned Costs (continued)

5. Adequate maintenance procedures must be developed to keep the property in good condition (2 CFR 200.313(d)(4)).

The code of federal regulations – 2 CFR 200.303 – Internal Controls requires that non-Federal entities must:

6. Take prompt action when instances of noncompliance are identified including noncompliance identified in audit findings (2 CFR 200.303(d)).

Condition

The following exceptions to the criteria were observed during the performance of the audit procedures:

1. For one of the equipment samples reviewed, it was observed that the asset did not have a unique asset identifier in the originally provided equipment population.
2. For thirty two of the equipment samples reviewed, it was observed that for twenty eight of them, the Condition data or Location field in the asset records was blank and, for four equipment samples, the Location field and/or Condition data per the asset records did not match the actual physical location and/or condition of the asset. We understand that was due to the assets records not being updated in a timely manner with the actual status of the equipment in the field.
3. During our procedures performed for three assets, we identified that no inventory had occurred for the asset, even though it had been placed in service over two years prior and would have required an inventory prior to our observation. As this came to our attention after the inventory was required and during our observation procedures, we investigated further and could not obtain alternative evidence to support that an inventory had occurred within the two-year period.
4. This is a repeat finding that has occurred over the last several audit periods. As such, Amtrak has not taken sufficient actions when instances of noncompliance are identified through audit findings to make necessary updates to their internal controls.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Schedule of Findings and Questioned Costs (continued)

Year Ended September 30, 2021

Section II – Federal Awards Findings and Questioned Costs (continued)

Questioned Costs

None.

Context

We selected 60 equipment items for internal control and compliance testing of the above attributes. Exceptions as described in the Condition section above were noted for matters 2, 3 and 6 in the Criteria section above, indicating that internal controls were not functioning as designed. No exceptions were noted for matters 1, 4, or 5 in the Criteria section above.

Amtrak has had the same repeat finding for the last several audit periods. As exceptions were noted related to matter 6 in the Criteria section above, Amtrak has not taken sufficient actions to address audit findings related to their equipment internal controls.

Effect

Amtrak is in non-compliance with the related grant agreement. Additionally, when assets are not accurately identified, it could lead to logistical inefficiencies as well as the difficulty in locating and identifying equipment timely.

Cause

The nature of much of Amtrak's equipment is composed of moving assets that are on the tracks and operating up and down the corridors or around the yards or moving from location to location in a geographical region to achieve daily operational objectives. Furthermore, Amtrak resources are deployed such that managers and supervisors oversee geographical regions and equipment that are located throughout various routes that often connect through multiple states with many unmanned and less traveled stations. Asset locations, including changes on short notice for where the asset will be used, and frequent inspections occur in order to keep the equipment operating safely; however, the system of record is not always updated or updated in a timely manner to reflect the location and condition of the asset in the records upon a change in asset custody. Amtrak's equipment policy, which is inconsistent with Uniform Guidance, currently requires that the condition field be confirmed and updated as part of the two-year inventory observation requirement.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Schedule of Findings and Questioned Costs (continued)

Year Ended September 30, 2021

Section II – Federal Awards Findings and Questioned Costs (continued)

In reviewing management’s controls, the key controls identified by management are not designed such that consistent and timely proactive monitoring and/or review occurs to ensure that an inventory occurs no less than once every two years. There is an identified control that stipulates “Capital Accounting staff contact personnel in each department to obtain updated information pertaining to the observation of every two-year inventory process.” This control as designed is not preventive and may not identify the non-compliance risk until after non-compliance occurs.

For the instances where the unique identifier did not match the asset records, this was caused by a clerical/human error in recording the asset details in the system in addition to a lack of review control to verify the accuracy of the data recording.

Identification as a Repeat Finding

This finding was identified as a repeat finding in the immediate prior year as Finding 2020-001.

Recommendation

We recommend that Amtrak continue to work toward a full integration or reconciliation between Amtrak’s fixed asset system of record and the different equipment-tracking systems. We recommend that management consider redesigning one of its key controls to help ensure that the monitoring of the observations is occurring on a preventive basis to help identify any exposure to non-compliance before it occurs. For example, Amtrak should consider an automated system report that would flag an asset proactively when a 2-year inventory deadline is approaching. During the observation process, management should ensure there is a review control within the process to validate that the asset is accurately tagged and such identifying information matches the equipment-tracking system. Additionally, this review control should also be performed when the asset is first logged into the equipment-tracking system. In the interim, until such processes are fully implemented, Amtrak should enhance the current control procedures surrounding the asset documentation and ensure that field personnel are aware of and consistently and carefully updating the asset records such that clerical/human errors are minimized and that the asset records contain the necessary asset details in order to properly track equipment by federal requirements. This would include enhancing the asset chain of custody recordkeeping so that such changes are identified and reported timely.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Schedule of Findings and Questioned Costs (continued)

Year Ended September 30, 2021

Section II – Federal Awards Findings and Questioned Costs (continued)

Views of Responsible Officials

Amtrak recognizes that remediation of this finding will require an investment in the organization structure and the technology solutions available to the company.

In early 2022 Amtrak created a new department called Asset Management to specifically address the Company's assets subject to the single audit and the Company's obligations around these assets. Amtrak hired a Director of Asset Management in February 2022 to build this department and lead the effort of bringing Amtrak into compliance. The department has the responsibility for ensuring Amtrak's assets subject to the single audit are updated and tracked in the Company's systems accurately so that Amtrak is in compliance with all its federal requirements.

**Finding 2021-002: Preparation of Schedule of Expenditures of Federal Awards
(Repeat Finding 2020-02)**

- Program Name:**
- 1. National Railroad Passenger Corporation Grants
COVID-19 National Railroad Passenger Corporation Grants
Assistance Listing No. 20.315**
 - 2. Equitable Sharing Program Assistance Listing No. 16.922**
 - 3. Railroad Rehabilitation and Improvement Financing Program
Assistance Listing No. 20.316**

- Federal Award No.:**
- 1. FR-AMT-0019-20
FR-AMT-0020-20
FR-AMT-0022-21
FR-AMT-0023-21**

- 2. PAAMX0200**
- 3. RRIF_2016_0040**

- Federal Agency:**
- 1. U.S. Department of Transportation**
 - 2. U.S. Department of Justice**
 - 3. U.S. Department of Transportation**

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Schedule of Findings and Questioned Costs (continued)

Year Ended September 30, 2021

Section II – Federal Awards Findings and Questioned Costs (continued)

Criteria

1. The code of federal regulations – 2 CFR 200.302 Financial management requires that:
 - (a) Each state must expend and account for the Federal award in accordance with state laws and procedures for expending and accounting for the state’s own funds. In addition, the state’s and the other non-Federal entity’s financial management systems, including records documenting compliance with Federal statutes, regulations, and the terms and conditions of the Federal award, must be sufficient to permit the preparation of reports required by general and program-specific terms and conditions; and the tracing of funds to a level of expenditures adequate to establish that such funds have been used according to the Federal statutes, regulations, and the terms and conditions of the Federal award.
 - (b) The financial management system of each non-Federal entity must provide for the following:
 - (1) Identification, in its accounts, of all Federal awards received and expended and the Federal programs under which they were received.
 - (2) Accurate, current, and complete disclosure of the financial results of each Federal award or program in accordance with the reporting requirements set forth in 200.328 Financial reporting and 200.329 Monitoring and reporting program performance.
2. The code of federal regulations – 2 CFR 200.510(b) Financial statements requires that:
 1. *Schedule of expenditures of Federal awards.* The auditee must also prepare a schedule of expenditures of Federal awards (SEFA) for the period covered by the auditee’s financial statements which must include the total Federal awards expended as determined in accordance with § 200.502 Basis for determining Federal awards expended. While not required, the auditee may choose to provide information requested by Federal awarding agencies and pass-through entities to make the schedule easier to use. For example, when a Federal program has multiple Federal award years, the auditee may list the amount of Federal awards expended for each Federal award year separately.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Schedule of Findings and Questioned Costs (continued)

Year Ended September 30, 2021

Section II – Federal Awards Findings and Questioned Costs (continued)

3. The code of federal regulations – 2 CFR 200.510(b)(5) and 2 CFR 200.502(b) require that:

(a) For loan or loan guarantee programs described in 200.502(b), identify in the notes to the schedule the balances outstanding at the end of the audit period. This is in addition to including the total Federal awards expended for loan or loan guarantee programs in the schedule.

(b) Loan and loan guarantees (loans). Since the Federal Government is at risk for loans until the debt is repaid, the following guidelines must be used to calculate the value of Federal awards expended under loan programs, except as noted in paragraphs (c) and (d) of this section:

(1) Value of new loans made or received during the audit period; plus

(2) Beginning of the audit period balance of loans from previous years for which the Federal Government imposes continuing compliance requirements; plus

(3) Any interest subsidy, cash, or administrative cost allowance received.

Condition

The following exceptions to the criteria were observed during the performance of the audit procedures:

1. As part of our procedures relating to the testing requirement of Sections A and B (Activities Allowed or Unallowed and Allowable Costs/Cost Principles), Amtrak provided multiple iterations of the expenditure populations for awards in scope, which were used to support the amount reported on the SEFA. In preparation of the expenditure populations:

– Amtrak improperly allocated expenditures between Northeast Corridor and National Network grants when compared to allocation rules determined within the Company’s cost allocation system;

– Accruals that were recorded in the beginning of the year and later reversed were included in the population without the reversals;

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Schedule of Findings and Questioned Costs (continued)

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- Ancillary costs that are not permitted under the conditions of the grant agreements along with certain infrastructure costs above the ceiling were initially included.

Subsequently, Amtrak was able to provide corrected updated populations that had appropriate allocations and excluded these reversals and out of period expenses.

2. In the preparation of the SEFA, which was provided to EY in relation to the FY21 Uniform Guidance (UG) audit, Amtrak erroneously omitted the federal program Assistance Listing #16.922 – Equitable Sharing Program – Department of Justice. Amtrak prepared an updated SEFA which included the previously omitted expenditures for Assistance Listing #16.922.
3. In the preparation of the SEFA, which was provided to EY in relation to FY21 UG audit, Amtrak erroneously netted the principal repayments made during FY2021 against the cumulative amount drawn under the federal program Assistance Listing # 20.316 – Railroad Rehabilitation and Improvement Financing Loan. Amtrak prepared an updated SEFA which included correct total federal expenditures for Assistance Listing #20.316.

Questioned Costs

None.

Context

We have performed procedures to reconcile underlying data to amounts reported on the SEFA. Exceptions as described in the Condition section above were noted for all matters within the Criteria section, indicating that internal controls were not functioning as designed.

Effect

Amtrak’s control procedures in place as it relates to the preparation of the SEFA were not designed in such a manner that would timely identify the conditions noted.

The effect of the condition 2 and 3 above led to an initially understated SEFA by \$1.5 million and \$39.0 million, respectively. The SEFA within has been adjusted for this understatement.

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Schedule of Findings and Questioned Costs (continued)

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Section II – Federal Awards Findings and Questioned Costs (continued)

Cause

The exceptions from the criteria noted are attributed to the following causes:

1. Lack of oversight and review provided by Grants Administration to Financial Planning & Analysis during the generation of populations.
2. Significant complex manual calculations are utilized in generating populations given system limitations that do not allow for the simple assignment of an individual cost or expense to a grant agreement.
3. Overall lack of familiarity with the Uniform Guidance requirement stipulated within 2 CFR 200.
4. Lack of robust process, including review controls, to identify all federal awards and subawards to include on the SEFA.

Identification as a Repeat Finding

The finding related to Criteria 1 and 2 above was identified as a repeat finding in the immediate prior year as Finding 2020-002.

Recommendation

We recommend that a process be established that would allow Amtrak to identify and review underlying populations of expenditures at a transaction level, in a frequent manner, that support the amounts disclosed on the SEFA. This may include the need for an automated process that would enable individual costs to be aligned to a specific grant agreement. Grants Management should collectively work with Financial Planning & Analysis during this process.

Additionally, to address Condition 2 above, we recommend Amtrak to establish a SEFA oversight process that would ensure appropriate preparation and review of the SEFA to ensure its accuracy and completeness. This robust review process should include appropriate procedures to validate completeness of the SEFA by performing inquiries across various departments in order to identify any federal awards omitted from the schedule. This should include the inclusion of both direct awards as well as subawards. The process should also consider comparing the SEFA to publicly available information, such as [USAspending.gov](https://www.usaspending.gov), to help corroborate completeness.

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Schedule of Findings and Questioned Costs (continued)

Year Ended September 30, 2021

Section II – Federal Awards Findings and Questioned Costs (continued)

Finally, management should consider requiring key Grants Management personnel to take advanced Uniform Guidance training and annual updates, as made available. Additionally, Grants Management personnel should be familiar with all terms within grant agreements and related amendments.

Views of Responsible Officials

Amtrak agrees that there are improvements needed in the preparation of the populations provided that support the SEFA and better controls needed in the preparation of the SEFA. Amtrak will develop more detailed documentation for review procedures in the preparation of the underlying support and the preparation of the SEFA within the Grants Management process documentation. Amtrak will also consider technology solutions to help with the automation of alignment of funds sources to detail expenditures.

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