

# Northern New England Passenger Rail Authority

Financial Statements

Year Ended June 30, 2025



**WIPFLI**

## **Independent Auditor's Report**

Board of Directors  
Northern New England Passenger Rail Authority  
Portland, Maine

### ***Report on the Audit of the Financial Statements***

#### ***Opinion***

We have audited the accompanying financial statements of Northern New England Passenger Rail Authority (the "Authority"), a component unit of the State of Maine, as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements.

#### ***Summary of Opinions***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Northern New England Passenger Rail Authority as of June 30, 2025, and respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### ***Basis for Opinion***

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Northern New England Passenger Rail Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

#### ***Responsibilities of Management for the Financial Statements***

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America (GAAP), and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about Northern New England Passenger Rail Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

### ***Auditor's Responsibility for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit 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 Northern New England Passenger Rail Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about Northern New England Passenger Rail Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 4 through 8, the Schedule of Infrastructure on page 33, the Schedule of Proportionate Share of the Net Pension Liability and Schedule of Contributions, both on page 34, the Schedule of Change in Total OPEB Liability and Related Ratios - State Employee Group Health Insurance Plan on page 35, and the Schedule of Proportionate Share of Total OPEB Liability and Schedule of Contributions - Group Life Insurance Plan, both on page 36, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### ***Supplementary Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The schedule of activities is presented for purposes of additional analysis and is not a required part of the basic 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 basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the basic financial statements as a whole.

### ***Other Reporting Required by Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated October 10, 2025, on our consideration of the Authority's internal control over financial reporting and on our tests of its 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 Northern New England Passenger Rail Authority's 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 the Authority's internal control over financial reporting and compliance.



Wipfli LLP

South Portland, Maine

October 10, 2025

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# Northern New England Passenger Rail Authority

## Management Discussion and Analysis

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The management of Northern New England Passenger Authority (NNEPRA) offers readers of our financial statements the following narrative overview and analysis of our financial activities for the year ended June 30, 2025.

### **BASIC FINANCIAL STATEMENTS**

Our basic financial statements are prepared using proprietary fund (enterprise fund) accounting that uses the same basis of accounting private-sector business enterprises use. The method of accounting has an economic resource measurement focus using the accrual basis of accounting.

Under the accrual basis of accounting, revenue is recorded when earned and expenses are recorded when incurred. The basic financial statements include a statement of net position, a statement of revenues, expenses and changes in net position, and a statement of cash flows. These are followed by the notes to the financial statements.

The statement of net position presents information on the assets, deferred outflows of resources, liabilities, deferred inflows of resources, with the difference between total assets and deferred outflows of resources and total liabilities and deferred inflows of resources reported as net position. In comparisons over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of NNEPRA is improving or deteriorating.

The statement of revenues, expenses and changes in net position reports the operating revenue and the non-operating revenue and the expenses of NNEPRA for the fiscal year with the difference (net income or loss before capital grants) being combined with the activity in capital grants to determine the change in net position for the fiscal year. The change in net position when added to the net position total from the previous fiscal years reconciles to the net position total at the end of the current fiscal year.

The statement of cash flows reports the changes in cash and cash equivalents for the fiscal year resulting from operating activities, capital and related financing activities, and investing activities. The net result of these activities added to the beginning cash and cash equivalent balance for the fiscal year results in the cash and cash equivalent balance at the end of the current fiscal year.

# Northern New England Passenger Rail Authority

## Management Discussion and Analysis

### Financial Highlights

<i>The following is a condensed comparative analysis of the Statement of Net Position as of June 30:</i>		2025	2024	Increase (Decrease)
<b>Assets</b>				
Cash and Cash equivalents	\$	1,076,505	\$ 4,413,136	\$ (3,336,631)
Grants Receivable - Federal Government		15,671,020	3,025,174	12,645,846
Trade Receivable		626,195	191,240	434,955
Prepaid Expenses and Deposits		220,689	138,437	82,252
Capital Assets, net of Accumulated Depreciation		12,424,179	12,751,539	(327,360)
Restricted Cash		1,000,001	948,405	51,596
Right to Use Lease Assets (net)		853,784	1,001,088	(147,304)
Due from State of Maine		962,853	826,587	136,266
<b>Total Assets</b>		<b>32,835,226</b>	<b>23,295,606</b>	<b>9,539,620</b>
<b>Deferred Outflows of Resources</b>		<b>442,723</b>	<b>458,777</b>	<b>(16,054)</b>
<b>Total Assets and Deferred Outflows of Resources</b>	<b>\$</b>	<b>33,277,949</b>	<b>\$ 23,754,383</b>	<b>\$ 9,523,566</b>
<b>Liabilities</b>				
Accounts Payable	\$	13,139,314	\$ 2,948,693	\$ 10,190,621
Accrued Vacation		42,657	78,551	(35,894)
Accrued Sick		60,565	51,473	9,092
Net Pension Liability		1,030,800	1,062,379	(31,579)
Lease liability		966,243	1,096,671	(130,428)
Net Other Post-Employment Benefits Liability		497,296	476,727	20,569
<b>Total Liabilities</b>		<b>15,736,875</b>	<b>5,714,494</b>	<b>10,022,381</b>
<b>Deferred inflows of resources</b>		<b>416,447</b>	<b>471,478</b>	<b>(55,031)</b>
<b>Net Position</b>				
Investment in Capital Assets		12,424,179	12,751,539	(327,360)
Restricted for Future Rail Construction		1,353,644	1,302,048	51,596
Unrestricted		3,346,804	3,514,824	(168,020)
<b>Total Net Position - 2024, as restated</b>		<b>17,124,627</b>	<b>17,568,411</b>	<b>(443,784)</b>
<b>Total Liabilities, Deferred Inflows of Resources, and Net Position</b>	<b>\$</b>	<b>33,277,949</b>	<b>\$ 23,754,383</b>	<b>\$ 9,523,566</b>

# Northern New England Passenger Rail Authority

## Management Discussion and Analysis

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Assets and deferred outflows of resources of \$33,277,949 exceeded liabilities and deferred inflows of resources of \$16,153,322 by \$17,124,627 (net position) at the close of fiscal year 2025. Of these assets, \$1,353,644 is restricted cash for future rail improvements and \$12,424,179 relates to capital assets, which are primarily land in Brunswick and Portland and the train layover facilities in Brunswick and Portland, and related equipment at Thompson's Point in Portland.

- Cash and cash equivalents decreased \$3,336,631 from \$4,413,136 to \$1,076,505, at June 30, 2025, while restricted cash increased \$51,596 from \$948,405 to \$1,000,001. The balance of restricted cash can fluctuate from year to year as the account has been approved to be borrowed from and subsequently reimbursed by the drawdown of federal grant funds.
- Grants Receivable - Federal Government increased \$12,645,846 from \$3,025,174 at June 30, 2024 to \$15,671,020 at June 30, 2025. The increase is attributed to increased activity in rail construction improvement projects and the timing of billing and collection of grants receivable.
- Total Liabilities increased \$10,022,381 from \$5,714,494 at the close of fiscal year 2024 to \$15,736,875 at the close of 2025 primarily due to the timing of payments of accounts payable.

# Northern New England Passenger Rail Authority

## Management Discussion and Analysis

The following is a condensed comparative analysis of the  
Statement of Revenues, Expenses and Changes in Net  
Position for the years ended June 30:

	2025	2024	Increase (Decrease)
Operating Revenue	\$ 14,659,197	\$ 14,755,420	\$ (96,223)
Operating Expenses			
Commuter Railroad	22,089,094	23,743,298	(1,654,204)
Wages and Fringe Benefits	860,992	895,247	(34,255)
Marketing	489,338	442,849	46,489
Station Operations	969,832	842,111	127,721
Food Service	1,331,937	1,285,523	46,414
All Other Expenses	787,946	783,850	4,096
Total Operating Expenses	26,529,139	27,992,878	(1,463,739)
Operating Loss	(11,869,942)	(13,237,458)	1,367,516
Non-Operating Income	16,433,027	14,813,880	1,619,147
Income Before Capital Grants	4,563,085	1,576,422	2,986,663
Capital Grant Revenue (Expense)			
U.S. Department of Transportation, Federal Transit Railroad Administration Capital Grant	25,460,957	3,941,557	21,519,400
Contributed Construction Services, in Kind	5,679,733	-	5,679,733
Rail Construction Expenditures	(31,881,429)	(1,237,116)	(30,644,313)
SAIPRC Grant	(4,266,130)	(3,913,531)	(352,599)
Total Capital Grant Revenue (Expense)	(5,006,869)	(1,209,090)	(3,797,779)
Change in Net Position	(443,784)	367,332	(811,116)
Net Position, Beginning of Year, as previously reported	17,619,884	17,252,552	367,332
Change in accounting principle (GASB 101)	(51,473)	(51,473)	-
Net Position, Beginning of Year, as restated	17,568,411	17,201,079	367,332
Net Position, End of Year	\$ 17,124,627	\$ 17,568,411	\$ (443,784)



# Northern New England Passenger Rail Authority

## Management Discussion and Analysis

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June 30, 2025

- Revenue decreased \$104,536, or \$67,262, over FY 2024. The bulk of the decrease was \$58,949 in ticket revenue and \$104,536 Café revenue from the prior year. Parking lot revenue increased \$67,262 as compared to prior year.
- Commuter railroad expenses decreased \$1,654,204 from \$23,743,298 in 2024 to \$22,089,094 in 2025 due to a decrease in demand for passenger train service.
- Net capital grant revenue (expenses) increased from the prior year at \$1,209,090 in 2024 to \$5,006,869 in 2025 as a result of the timing of capital projects from 2025 compared to 2024.
- NNEPRA is not required to adopt a legal budget; therefore, no budgetary comparison is presented.
- NNEPRA's long-term debt consists only of lease liabilities, totaling \$966,243 and \$1,096,671 as of June 30, 2025 and 2024, respectively.

### *Additional information:*

The Amtrak Downeaster makes five round-trips daily along a 143 mile corridor between Brunswick, ME and Boston, MA, traveling at speeds up to 79 mph, and serving 12 communities in between. Fiscal year 2025 was the twenty-third full fiscal year with passenger service between Portland and Boston. Partial service to Freeport and Brunswick was introduced in FY2013 and was fully implemented during FY2017. Amtrak reported ridership decreased to 552,649 passengers in fiscal year 2025 from 598,426 passengers in fiscal year 2024. The decrease was due to rail closures as a result of the tie replacement project. The Downeaster operated a full five-daily round trip schedule throughout the fiscal year.

### *Requests for information*

This financial report is intended to provide an overview of the finances of the Northern New England Passenger Rail Authority for those who have an interest in the Authority. Questions concerning any information contained in the report may be directed to me.

Respectfully submitted,

Patricia Quinn  
Executive Director

# Northern New England Passenger Rail Authority

## Statement of Net Position

As of June 30, 2025

### ASSETS

#### Current Assets

Cash and Cash Equivalents	\$ 1,076,505
Grants Receivable - Federal Government	15,671,020
Trade Receivable	626,195
Prepaid Expenses and Deposits	220,689

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Total current assets	17,594,409
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#### Capital Assets

Buildings and Improvements	10,885,692
Heavy Equipment	1,772,511
	12,658,203
Less Accumulated Depreciation	(3,413,446)

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	9,244,757
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Infrastructure Assets	2,285,672
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Land	893,750
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Total capital assets	12,424,179
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#### Other Assets

Restricted Cash	1,000,001
Right to Use Lease Assets	853,784
Due from State of Maine	962,853

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Total other assets	2,816,638
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<b>Total Assets</b>	<b>32,835,226</b>
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<b>Deferred Outflows of Resources</b>	<b>442,723</b>
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<b>Total Assets and Deferred Outflows of Resources</b>	<b>\$ 33,277,949</b>
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See accompanying notes to financial statements.

# Northern New England Passenger Rail Authority

## Statement of Net Position (Continued)

As of June 30, 2025

### LIABILITIES AND NET POSITION

#### Current Liabilities

Accounts Payable	\$ 13,139,314
Current portion of lease liability	290,459
Accrued Vacation	42,657
Accrued sick	19,312

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Total current liabilities	13,491,742
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#### Non-Current Liabilities

Accrued sick	41,253
Net Pension Liability	1,030,800
Noncurrent portion of lease liability	675,784
Net Other Post-Employment Benefits Liability	497,296

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Total non-current liabilities	2,245,133
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<b>Total Liabilities</b>	<b>15,736,875</b>
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<b>Deferred Inflows of Resources</b>	<b>416,447</b>
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#### Net Position

Investment in Capital Assets	12,424,179
Restricted for Future Rail Construction	1,353,644
Unrestricted	3,346,804

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<b>Total Net Position</b>	<b>17,124,627</b>
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<b>Total Liabilities, Deferred Inflows of Resources, and Net Position</b>	<b>\$ 33,277,949</b>
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See accompanying notes to financial statements.

# Northern New England Passenger Rail Authority

## Statement of Revenues, Expenses and Changes in Net Position

Year Ended June 30, 2025

**Operating Revenue, Not Including State and Federal Assistance**

Ticket Revenues	\$ 12,992,599
Food Service	971,598
Parking Lot Revenues	695,000
<b>Total operating revenue</b>	<b>14,659,197</b>

**Operating Expenses**

Commuter Railroad	22,089,094
Wages and Fringe Benefits	860,992
Administration	350,363
Marketing	489,338
Station Operations	969,832
Food Service	1,331,937
Depreciation	414,053
Board Expenses	23,530
<b>Total operating expenses</b>	<b>26,529,139</b>

**Operating Loss** (11,869,942)

**Non-Operating Income**

U.S. Department of Transportation, Federal Transit Administration Grant	12,722,656
State of Maine Grants	3,151,822
Other Income	379,948
Interest Income	178,601
<b>Total non-operating income</b>	<b>16,433,027</b>

**Income Before Capital Grants** 4,563,085

**Capital Grant Revenue (Expense)**

U.S. Department of Transportation, Federal Transit Railroad Administration Capital Grant	25,460,957
Contributed Construction services, in kind	5,679,733
Rail Construction Expenditures	(31,881,429)
SAIPRC Grant	(4,266,130)
<b>Total capital grant revenue (expense)</b>	<b>(5,006,869)</b>

**Change in Net Position** (443,784)

**Net Position, Beginning of Year, as previously reported** 17,619,884

**Change in accounting principle (GASB 101)** (51,473)

**Net Position, Beginning of Year, as restated** 17,568,411

**Net Position, End of Year** \$ 17,124,627

See accompanying notes to financial statements.

# Northern New England Passenger Rail Authority

## Statement of Cash Flows

Year Ended June 30, 2025

### Cash Flows from Operations

Receipts from Operating Revenues	\$ 14,224,242
Payments to Suppliers and Vendors	(15,265,117)
Payments to Employees	(937,781)

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<b>Net Cash Used in Operations</b>	<b>(1,978,656)</b>
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### Cash Flows from Non-Capital Financing Activities

U.S. Department of Transportation, Federal Transit Administration Grant	12,523,674
U.S. Department of Federal Transit Railroad Administration Grants	13,014,093
State of Maine Grants	3,151,822

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<b>Net Cash Provided by Non-Capital Financing Activities</b>	<b>28,689,589</b>
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Purchase of capital assets	(86,691)
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<b>Net Cash Used in Capital and Related Financing Activities</b>	<b>(86,691)</b>
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### Cash Flows from Investing Activities

Payments for Rail Construction	(30,467,826)
Interest Income	178,601
Other Income	379,948
Use of Restricted Cash	(51,596)

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<b>Net Cash Used in Investing Activities</b>	<b>(29,960,873)</b>
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<b>Net Change in Cash and Cash Equivalents</b>	<b>(3,336,631)</b>
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<b>Cash and Cash Equivalents at Beginning of Year</b>	<b>4,413,136</b>
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<b>Cash and Cash Equivalents at End of Year</b>	<b>\$ 1,076,505</b>
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See accompanying notes to the financial statements.

# Northern New England Passenger Rail Authority

## Statement of Cash Flows

Year Ended June 30, 2025

### Reconciliation of Operating Loss to Net Cash Used in Operating Activities

Operating Loss	\$ (11,869,942)
Adjustments not Affecting Cash	
Depreciation	414,053
Non-cash rent expense	147,302
Change in Operating Assets and Liabilities	
Increase in Accounts Receivable - Operating Revenues	(434,955)
Increase in Prepaid Expenses	(82,252)
Increase in Due from State of Maine	(136,266)
Decrease in Deferred Outflows of Resources	16,054
Increase in Accounts Payable	10,190,621
Decrease in Accrued Vacation	(35,894)
Increase in Accrued Sick	9,092
Decrease in Net Pension Liability	(31,579)
Decrease in Operating Lease Liability	(130,428)
Increase in Net Other Post-Employment Benefits Liability	20,569
Decrease in Deferred Inflows of Resources	(55,031)
Total Adjustments	9,891,286
<b>Net Cash Used in Operating Activities</b>	<b>\$ (1,978,656)</b>

### Noncash activity:

Right of use assets obtained in exchange for finance lease liability: \$142,169

See accompanying notes to financial statements.

# Northern New England Passenger Rail Authority

## Notes to Financial Statements

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### **Note 1: Nature of the Entity and Summary of Significant Accounting Policies**

#### **Nature of the Entity**

Northern New England Passenger Rail Authority (the Authority) was enacted on June 29, 1995, by the State of Maine Legislature to initiate, establish and maintain regularly scheduled passenger rail service between Portland, Maine and Boston, Massachusetts. During the year ended June 30, 2010, the Authority was approved to begin construction on expanding the service north to Brunswick, Maine, for which service began in November 2012.

These basic financial statements have been prepared in accordance with accounting principles generally accepted in the United States of America (GAAP) as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the standard-setting body for governmental accounting and financial reporting. The GASB periodically updates its codification of the existing Governmental Accounting and Financial Reporting Standards which, along with subsequent GASB pronouncements (standards and interpretations), constitute GAAP for governmental units. GAAP also includes guidance from the American Institute of Certified Public Accountants in the publication entitled "State and Local Governments." The more significant of the Authority's accounting policies are described below.

#### **Reporting Entity**

In evaluating the Authority as a reporting entity, management has addressed all potential component units for which the Authority may be financially accountable and, as such, should be included within the Authority's financial statements. In accordance with GASB Statement No. 14, as amended by GASB Statement No. 61, the Authority is financially accountable if it appoints a voting majority of the organization's governing board and (1) it is able to impose its will on the organization or (2) there is a potential for the organization to provide specific financial benefits to or impose specific financial burdens on the Authority. Additionally, the Authority is required to consider other organizations for which the nature and significance of their relationship with the Authority are such that exclusion would cause the reporting entity's financial statements to be misleading. Based on the application of these criteria, there are no other entities that should be included as part of these financial statements.

Under these standards, the Authority is considered to be a component unit of the State of Maine.

#### **Basis of Accounting**

The proprietary fund type is used by the Authority.

The Authority's financial statements are prepared using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned, and expenses are recorded at the time liabilities are incurred, regardless of when the related cash flows take place. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been satisfied.

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing goods and services in connection with the Authority's principal ongoing operations. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses. All ticket revenues are collected and retained by Amtrak in lieu of the monthly payment for the train service in accordance with the operating agreement (Note 9).

# Northern New England Passenger Rail Authority

## Notes to Financial Statements

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### Note 1: Nature of the Entity and Summary of Significant Accounting Policies (Continued)

#### Revenue Recognition

Revenues are recognized as the goods or services are provided to the customer.

#### Grants Receivable and Trade Receivable

Management believes that all grants receivable and trade receivable as of June 30, 2025 are fully collectible; therefore, no allowance for doubtful accounts was recorded.

#### Capital Assets

Capital assets consist of buildings and improvements, heavy equipment, office equipment and construction in progress. Purchased capital assets are reported at cost and updated for additions and retirements during the year. Donated fixed assets are recorded at their estimated acquisition value at the date of donation. The Authority maintains a capitalization threshold of \$5,000. The cost of normal maintenance and repairs that do not add to the value of the assets or materially extend assets' lives are not capitalized. As the rail line is owned by a third-party and is not owned by the Authority, any expenses relative to the capital improvements of the rail line are expensed as incurred.

Land has an indefinite life and is not depreciated. Infrastructure, which consists of the layover facility located in Portland, Maine and the tracks associated with the layover facility in Brunswick, Maine, uses the modified approach and is not depreciated. All other capital assets are depreciated using the straight-line method over the following estimated useful lives:

Asset Class	Estimated Useful Lives
Buildings and improvements	10-40 years
Heavy Equipment	5-15 years
Office Equipment	5-10 years

#### Deferred Outflows of Resources and Deferred Inflows of Resources

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, Deferred Outflows of Resources, represents a consumption of net position that applies to a future period and so will not be recognized as an expense or expenditure until then. The Authority's deferred outflows relate to its pension liability and OPEB Liability are disclosed in Note 6 and Note 7.

In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, Deferred Inflows of Resources, represents an acquisition of net position that applies to a future period and so will not be recognized as revenue until then. The Authority's deferred inflows relate to its pension liability and OPEB liability are disclosed in Note 6 and Note 7.



# Northern New England Passenger Rail Authority

## Notes to Financial Statements

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### **Note 1: Nature of the Entity and Summary of Significant Accounting Policies (Continued)**

#### **Restricted Cash and Restricted Net Position**

Restricted cash and restricted net position are comprised of funds from the State of the Maine. The funds are intended to be utilized for capital improvements to the existing passenger rail service from Brunswick to Boston. Accordingly, these funds are not available for operating purposes of the Authority.

#### **Budget**

The Authority is not required to adopt a legal budget; therefore, no budgetary comparison is presented.

#### **Concentration**

Approximately 66% of the Authority's funding is provided by federal and state capital and operating grants for fiscal year 2025.

#### **Cash and Cash Equivalents**

For purposes of the statement of cash flows, the Authority considers all highly liquid debt instruments purchased with an initial maturity of three months or less to be cash equivalents.

#### **GASB 87 Lease Accounting**

The Authority is a lessee in multiple noncancelable operating leases. If the contract provides the Authority the right to substantially all the economic benefits and the right to direct the use of the identified asset, it is considered to be or contain a lease. Right-of-use (ROU) assets and lease liabilities are recognized at the lease commencement date based on the present value of the future lease payments over the expected lease term. The ROU asset is also adjusted for any lease prepayments made, lease incentives received, and initial direct costs incurred.

The lease liability is initially and subsequently recognized based on the present value of its future lease payments. Variable payments are included in the future lease payments when those variable payments depend on an index or a rate. Increases (decreases) to variable lease payments due to subsequent changes in an index or rate are recorded as variable lease expense (income) in the future period in which they are incurred.

The implicit rates of our leases are not readily determinable and accordingly, the Authority uses the incremental borrowing rate based on the information available at the commencement date for all leases. The Authority's incremental borrowing rate for a lease is the rate of interest it would have to pay on a collateralized basis to borrow an amount equal to the lease payments under similar terms and in a similar economic environment.

# Northern New England Passenger Rail Authority

## Notes to Financial Statements

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### **Note 1: Nature of the Entity and Summary of Significant Accounting Policies** (Continued)

#### **GASB 87 Lease Accounting** (Continued)

The ROU asset for operating leases is subsequently measured throughout the lease term at the amount of the remeasured lease liability (i.e., present value of the remaining lease payments), plus unamortized initial direct costs, plus (minus) any prepaid (accrued) lease payments, less the unamortized balance of lease incentives received, and any impairment recognized. For operating leases with lease payments that fluctuate over the lease term, the total lease costs are recognized on a straight-line basis over the lease term.

For all underlying classes of assets, the Authority has elected to not recognize ROU assets and lease liabilities for short-term leases that have a lease term of 12 months or less at lease commencement and do not include an option to purchase the underlying asset that the Authority is reasonably certain to exercise. Leases containing termination clauses in which either party may terminate the lease without cause and the notice period is less than 12 months are deemed short-term leases with lease costs included in short-term lease expense. The Authority recognizes short-term lease cost on a straight-line basis over the lease term. For all underlying classes of assets, the Authority separates lease and non-lease components to determine the lease payment.

#### **Compensated Absences and Other Employee Benefit Amounts**

The Authority's employees are granted sick leave and vacation in varying amounts in accordance with the Authority's policy. All vested vacation and sick leave pay is accrued when earned.

#### ***Pensions***

The fiduciary net position of Maine Public Retirement System has been determined using the flow of economic resources measurement focus and accrual basis of accounting. This includes for purposes of measuring the following:

- Net Pension Liability (Asset)
- Deferred outflows of Resources and Deferred Inflows of Resources Related to Pensions
- Pension Expense (Revenue)

Information about the fiduciary net position of the Maine Public Retirement System and additions to/deductions from Maine Public Retirement System fiduciary net position have been determined on the same basis as they are reported by the Maine Public Retirement System. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

# Northern New England Passenger Rail Authority

## Notes to Financial Statements

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### **Note 1: Nature of the Entity and Summary of Significant Accounting Policies (Continued)**

#### ***Other Post-Employment Benefits (OPEB)***

The fiduciary net position of the Group Health Insurance Plan and Group Life Insurance Plan (the OPEB plans) has been determined using the flow of economic resources measurement focus and the accrual basis of accounting. The includes the following:

- Net OPEB Liability (Asset)
- Deferred Outflows of Resources and Deferred Inflows of Resources Related to Other Post-Employment Benefits
- OPEB Expense (Revenue)

Information about the fiduciary net position of the OPEB Plans and additions to/deductions from the OPEB Plans fiduciary net position have been determined on the same basis as they are reported by the OPEB Plans. For this purpose, benefit payments (including refunds of member contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

#### **Recently Adopted Accounting Pronouncement**

GASB Statement No. 101, *Compensated Absences*. The objective of this Statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. This Statement requires that liabilities for compensated absences be recognized for (1) leave that has not been used and (2) leave that has been used but not yet paid in cash or settled through noncash means. A liability should be recognized for leave that has not been used if (a) the leave is attributable to services already rendered, (b) the leave accumulates, and (c) the leave is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means. The Authority has implemented the new this new standard in the current year and beginning net position was restated as described in Note 10.

### **Note 2: CASH AND CASH EQUIVALENTS**

The Authority's deposits consist of checking accounts at TD Bank N.A.

#### **Custodial Credit Risk - Deposits**

Custodial credit risk is the risk that in the event of a bank failure, the Authority's deposits may not be returned. The Authority does not have a written deposit policy for custodial credit risk; however, the Authority's practice has been to obtain collateral from the bank to secure its deposits. As of June 30, 2025, the Authority reported deposits of \$2,076,506 with bank balances of \$6,304,934. Bank balances up to \$250,000 is covered by FDIC insurance for combined time and savings accounts, as well as another \$250,000 for combined demand deposit accounts at each financial institution. The Authority had a letter of credit with TD Bank for up to \$6,054,934 of deposits.

# Northern New England Passenger Rail Authority

## Notes to Financial Statements

### Note 3: CAPITAL ASSETS

Capital asset activity is as follows for the year ended June 30, 2025:

	Beginning Balance	Additions (Reductions)	Ending Balance
Capital assets being depreciated:			
Buildings and Improvements	\$ 10,812,979	\$ 72,713	\$ 10,885,692
Heavy Equipment	1,764,074	8,437	1,772,511
Office Equipment	14,650	(14,650)	-
Total capital assets being depreciated	12,591,703	66,500	12,658,203
Less Accumulated Depreciation	(3,019,586)	(393,860)	(3,413,446)
Total capital assets being depreciated, net	9,572,117	(327,360)	9,244,757
Capital assets not being depreciated			
Infrastructure	2,285,672		2,285,672
Land	893,750		893,750
Total capital assets not being depreciated	3,179,422	0	3,179,422
Total capital assets	\$ 12,751,539	\$ (327,360)	\$ 12,424,179

### Note 4: CHANGES IN LONG-TERM LIABILITIES

	Beginning Balance	Additions	Reductions	Ending Balance	Due within one year
Accrued sick	\$ 51,473	\$ 9,092	\$ -	60,565	\$ 19,312
Net Pension Liability	\$ 1,062,379	\$ -	\$ (31,579)	1,030,800	\$ -
Net Other Post-Retirement Benefits Liability - Group Life Insurance	\$ 82,727	\$ 16,569	\$ -	99,296	\$ -
Net Other Post-Retirement Benefits Liability - Group Health Insurance	\$ 394,000	\$ 4,000	\$ -	398,000	\$ -
Lease liability	\$ 1,096,671	\$ 142,169	\$ (272,597)	966,243	\$ 290,459

# Northern New England Passenger Rail Authority

## Notes to Financial Statements

### Note 5: CHANGE IN UNRESTRICTED AND RESTRICTED NET POSITION

The components of the change in unrestricted and restricted net position are, as follows:

	Unrestricted	Restricted	Total
Operating Revenue	\$ 14,659,197	\$ -	\$ 14,659,197
Operating Expenses	26,529,139	-	26,529,139
Operating Loss	(11,869,942)	-	(11,869,942)
Non-Operating Income	16,381,431	51,596	16,433,027
Income Before Capital Grants	4,511,489	51,596	4,563,085
Capital grant revenue (expense)			
U.S. Department of Transportation, Federal Transit			
Railroad Administration Capital Grant	25,460,957	-	25,460,957
Contributed Construction Services, in Kind	5,679,733	-	5,679,733
Rail Construction Expenditures	(31,881,429)	-	(31,881,429)
SAIPRC Grant	(4,266,130)	-	(4,266,130)
Total capital grant expense	(5,006,869)	-	(5,006,869)
Change in Net Position	\$ (495,380)	\$ 51,596	\$ (443,784)

### Note 6: RETIREMENT PLAN

#### Plan Description

The Authority contributes to the Maine Public Employees Retirement System, as part of the State Employee and Teacher plan (the Plan), which is a cost sharing multiple employer defined benefit pension plan. The Plan was established as the administrator of a public employee retirement system under the Laws of the State of Maine. All full-time employees of the Authority are eligible to participate in the Plan. The Plan covers 241 participating employers.

Employee membership data related to the Plan, as of June 30, 2024 is, as follows:

Current Participants: Vested and non-vested	40,932
Terminated participants: Vested	9,410
Terminated participants: Inactive due refunds	38,789
Retirees and beneficiaries receiving benefits	<u>39,535</u>
	<u>128,666</u>

# Northern New England Passenger Rail Authority

## Notes to Financial Statements

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### Note 6: RETIREMENT PLAN (Continued)

#### Plan Description (Continued)

Benefit terms are established by Maine statute. The Plan's retirement programs provide defined retirement benefits based on members' average final compensation and service credit earned as of retirement. Vesting (i.e., eligibility for benefits upon reaching qualification) occurs upon the earning of five years of service credit (effective October 1, 1999, the prior ten year requirement was reduced by legislative action to five years for State employees). In some cases, vesting occurs on the earning of one year of service credit immediately preceding retirement at or after normal retirement age. Normal retirement age for State employees is age 60, 62 or 65. The normal retirement age is determined by whether a member had met certain creditable service requirements on specific dates, as established by statute. The monthly benefit of members who retire before normal retirement age by virtue of having at least 25 years of service credit is reduced by a statutorily prescribed factor for each year of age that a member is below her/his normal retirement age at retirement. The Plan also provides disability and death benefits, which are established by statute for State employee members and by contract with other participating employers under applicable statutory provisions.

Upon termination of membership, members' accumulated employee contributions are refundable with interest, credited in accordance with the statute. Withdrawal of accumulated contributions results in forfeiture of all benefits and membership rights. The annual rate of interest credited to members' accounts is set by the Plan's Board of Trustees and is currently 3.88%.

For the year ended June 30, 2025, the Authority's total payroll for all employees was \$786,988. Total covered payroll was also \$786,988. Covered payroll refers to all compensation paid by the Authority to active employees covered by the Plan.

#### Contributions

The contribution requirements of the Plan members are defined by law or the Plan's board. Employees of the Authority contribute up to 5% of covered compensation in relation to their employment status. The contributions are deducted from the employee's wages or salary and remitted by the Authority to the Plan on a monthly basis. Employer contributions rates are determined through actuarial valuations. The Authority's required contribution rate for the year ended June 30, 2025 was 21.14% of annual payroll, actuarially determined as an amount that, when combined with employee contributions, is expected to finance the costs of benefits earned by employees during the year, with an additional amount to finance an unfunded accrued liability. The Authority's contributions to the Plan for the year ended June 30, 2025 were \$179,772.

At June 30, 2025, the Authority reported a liability of \$1,030,800 for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2024, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Authority's proportion of the net pension liability was based on a projection of the Authority's long-term share of contributions to the pension plan relative to the projected contributions of all participating entities, actuarially determined. At June 30, 2024 and June 30, 2023, the Authority's proportion was 0.119% and 0.114%, respectively.

# Northern New England Passenger Rail Authority

## Notes to Financial Statements

### Note 6: RETIREMENT PLAN (Continued)

For the year ended June 30, 2025, the Authority recognized pension expense of \$134,289. At June 30, 2025, the Authority reported deferred outflows and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual results	\$ 83,511	
Net difference between expected and actual investment earnings		63,572
Changes in assumptions	-	-
Changes in proportion and differences between contributions and proportionate share of contributions	28,240	6,617
Contributions subsequent to the measurement date	179,772	
<b>Totals</b>	<b>\$291,523</b>	<b>\$70,189</b>

### Contributions (Continued)

The \$179,772 of deferred outflows of resources, resulting from the Authority's contributions subsequent to the measurement date, will be recognized as a reduction of the net pension liability in the year ended June 30, 2026. Other amounts reported as deferred outflows of resources and deferred inflows of resources will be netted and recognized in pension expense, as follows:

Years ending June 30,	
2026	\$ (55,259)
2027	117,231
2028	(8,138)
2029	(12,272)
<b>Total</b>	<b>\$ 41,562</b>

### Actuarial Assumptions

The total pension liability in the June 30, 2024 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.75% per annum
Salary Increases	3.26-9.43%
Investment rate of return	6.50% per annum, compounded annually

For active members and non-disabled retirees of the Plans, the 2010 Public Plan General Benefits - Weighted Healthy Retiree Mortality Table, for males and females, projected generationally using the RPEC\_2020 model.

# Northern New England Passenger Rail Authority

## Notes to Financial Statements

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### Note 6: RETIREMENT PLAN (Continued)

#### Actuarial Assumptions (Continued)

The actuarial assumptions used in the June 30, 2024, valuation were based on the results of an actuarial experience study for the period of July 1, 2015 through June 30, 2020.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

<u>Asset Class</u>	<u>Long-term expected Real Rate of Return</u>
Public Equities	5.6%
US Government	2.2%
Private Equity	7.2%
Real Assets	5.8%
Infrastructure	5.3%
National Resources	5.1%
Traditional Credit	2.7%
Alternative Credits	6.4%
Diversifiers	4.8%

#### Discount Rate

The discount rate used to measure the total pension liability was 6.50%. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that contributions from employers will be made at contractually required rates, actuarially determined. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on Plan investments was applied to all periods of projected benefit payments to determine the total pension liability.



# Northern New England Passenger Rail Authority

## Notes to Financial Statements

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### Note 6: RETIREMENT PLAN (Continued)

#### Sensitivity of the Authority's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents the Authority's proportionate share of the net pension liability calculated using the discount rate of 6.50%, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1 percentage-point lower (5.50%) or 1 percentage-point higher (7.50%) than the current rate:

	Discount rate	Authority's proportionate share of net pension liability
1% decrease	5.50%	\$ 1,893,541
Current discount rate	6.50%	\$ 1,030,800
1% increase	7.50%	\$ 306,891

#### Plan Fiduciary Net Position

Detailed information about the Plan's fiduciary net position is available in the separately issued Maine Public Employees Retirement System financial report.

### Note 7: POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (OPEB)

The Authority has two OPEB plans which employees participate in for which separate disclosure information is provided below.

#### State Employee and Teacher Plan - Retiree Group Life Insurance

##### *General Information*

*Plan description.* Employees of the Authority are provided with OPEB through the State Employee and Teacher - Retiree Group Life Insurance (SET Plan) which is a cost-sharing multiple-employer defined benefit OPEB plan administered by the Maine Public Employees Retirement System (MPERS). State of Maine Statutes grants the authority to establish and amend the benefit terms to the MPERS Board of Trustees. MPERS issues a publicly available financial report that can be obtained at [www.maineopers.org](http://www.maineopers.org).

*Benefits provided.* The SET Plan provides basic group life insurance benefits, during retirement, to retirees who participated in the SET Plan prior to retirement for a minimum of 10 years (the 10-year participation requirement does not apply to recipients of disability retirement benefits). The level of coverage in retirement is initially set to an amount equal to the retirees' average final compensation. The initial amount of basic life is then subsequently reduced at the rate of 15% per year to the greater of 40% of the initial amount or \$2,500.

# Northern New England Passenger Rail Authority

## Notes to Financial Statements

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### Note 7: POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (OPEB) (Continued)

#### State Employee and Teacher Plan - Retiree Group Life Insurance (Continued)

##### *General Information (Continued)*

*Contributions.* Premium rates are those determined by the System's Board of Trustees to be actuarially sufficient to pay anticipated claims. Premiums for basic life insurance coverage for retired state employees are paid by the State as the total dollar amount of each year's annual required contribution. Contributions to the SET plan from the Authority totaled \$7,586 for the year ended June 30, 2025.

#### **OPEB Liabilities, OPEB Expense, and Deferred Outflows and Deferred Inflows of Resources Related to OPEB**

At June 30, 2025, the Authority reported a liability of \$99,296 for its proportionate share of the collective net OPEB liability. The collective net OPEB liability was measured as of June 30, 2024, and the total OPEB liability used to calculate the collective net OPEB liability was determined by an actuarial valuation as of June 30, 2024. The Authority's proportion of the collective net OPEB liability was based on a projection of the Authority's long-term share of contributions to the OPEB plan relative to the projected contributions of all participating SET Plan employers, actuarially determined. At June 30, 2024, the Authority proportion was 0.164 percent, which was an increase of 0.048% from its proportion measured as of June 30, 2023 was 0.116 percent.

For the year ended June 30, 2025, the Authority recognized OPEB expense of \$13,082. At June 30, 2025, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 194	8,458
Changes of assumptions	2,866	
Net difference between projected and actual earnings on OPEB plan investments		4,000
Changes in proportion and differences between premiums and proportionate share of premiums	30,556	1,800
Contributions subsequent to the measurement date	<u>7,586</u>	
Total	<u>\$41,202</u>	<u>\$14,258</u>

# Northern New England Passenger Rail Authority

## Notes to Financial Statements

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### **Note 7: POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (OPEB)** (Continued)

#### **OPEB Liabilities, OPEB Expense, and Deferred Outflows and Deferred Inflows of Resources Related to OPEB** (Continued)

Of the total amount reported as deferred outflows of resources related to OPEB, \$7,586 resulting from Authority contributions subsequent to the measurement date and before the end of the fiscal year will be included as a reduction of the collective net OPEB liability in the year ending June 30, 2025. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in the Authority's OPEB expense, as follows:

Year ended June 30,	
2026	\$4,114
2027	5,153
2028	1,539
2029	1,826
2030	3,312
Thereafter	<u>3,413</u>
Total	<u>\$19,358</u>

*Actuarial assumptions.* The total OPEB liability was determined by an actuarial valuation as of June 30, 2024, using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Inflation	2.75%
Salary increases	3.26%-9.43% including inflation
Investment rate of return	6.50% per annum, compounded annually
Healthcare cost trend rates	Not applicable to the group life insurance plan

For the SET Plan, for active members and non-disabled retirees of the Plans, the 2010 Public Plan General Benefits - Weighted Healthy Retiree Mortality Table, for males and females, projected generationally using the RPEC\_2020 model.

The actuarial assumptions used in the June 30, 2024 valuation were based on the results of an actuarial experience study for the period of July 1, 2015 to June 30, 2020.

The long-term expected rate of return on OPEB plan investments was determined using a building block method in which best estimate ranges of expected future real rates of returns (expected returns, net of OPEB plan investment expense and inflation) are developed for each major asset class. Those ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

# Northern New England Passenger Rail Authority

## Notes to Financial Statements

### Note 7: POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (OPEB) (Continued)

The target allocation and best estimates of arithmetical rates of return for each major asset class are summarized in the following table:

Asset Class	Long-Term Expected Real Rate of Return
Public equities	5.6%
Traditional credit	2.7%
U.S. Government securities	2.2%

The discount rate used to measure the collective total OPEB liability was 6.50% for 2024 for the SET Plan. The projection of cash flows used to determine the discount rate assumed that plan member contributions will be made at the current contribution rate and that employer and non-employer entity contributions will be made at contractually required rates, actuarially determined. Based on these assumptions, the fiduciary net position was projected to be available to make all projected future benefit payments to current plan members. Therefore, the long-term expected rate of return on SET Plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

*Sensitivity of the Authority's proportionate share of the collective OPEB liability to changes in the discount rate.* The following represents the Authority's proportionate share of the collective net OPEB liability, as well as what the Authority's proportionate share of the collective net OPEB liability would be if it were calculated using a discount rate that is 1 percentage-point lower (5.50%) or 1 percentage-point higher (7.50%) than the current discount rate:

	1% Decrease (5.50%)	Discount Rate (6.50%)	1% Increase (7.50%)
Authority's proportionate share of the collective net OPEB liability	\$128,035	\$99,296	\$75,807

### State Employee Group Health Insurance Plan

#### *General Information*

*Plan description.* All active employees participate in the State Employee Group Health Insurance Plan. All eligible retired employees who elect coverage are included in this plan. The plan is authorized by Title 5 MRSA §285 and the State Employee Health Commission establishes contributions to the plan by member employers and employees annually. Both active and retire members pay the same premium rate. Claims liabilities of the plan are periodically computed using statistical techniques to establish premium rates.

The OPEB plan, the Ancillary Group Plan (AGP), is an agent-multiple employer plan sponsored and administered by the State. AGP provides OPEB for employees of Maine Educational Center for the Deaf and Hard of Hearing and Northern New England Passenger Rail Authority. AGP does not issue a separate financial report for its OPEB as the Authority does not fund an OPEB plan and operates as a pay-as-you-go basis. Employers fund their own benefits. No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement 75.

# Northern New England Passenger Rail Authority

## Notes to Financial Statements

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### **Note 7: POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (OPEB)** (Continued)

*Benefits provided.* Employers pay 100 percent of postretirement health insurance premiums for retirees who were first employed on or before July 1, 1991. A pro rata portion, ranging from zero percent for retirees with less than five years participation to 100 percent for retirees with ten or more year of participation, is paid for eligible individuals first employed after July 1, 1991. Retirees who are not eligible for Medicare retain coverage in the same group health plan as active employees. Retirees must pay for Medicare Part B coverage to be eligible to participate in the State-sponsored employer funded Companion Plan.

*Plan Membership.* At June 30, 2024, the following were covered by the benefit terms:

	Maine Educational Center for the Deaf and Hard of Hearing	Northern New England Passenger Rail Authority
Inactive employees or beneficiaries currently receiving benefit payments	39	3
Active employees	<u>82</u>	<u>10</u>
	<u>121</u>	<u>13</u>

#### **Total OPEB Liability**

The Authority's total OPEB liability of \$398,000 was measured as of June 30, 2024, and was determined by an actuarial valuation as of that date.

*Actuarial assumptions and other inputs.* The total OPEB liability in the June 30, 2024 actuarial valuation was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified:

General inflation of 2.75% was used along with an aggregate payroll increase of 3.00%. Merit payroll increases, mortality, termination, disability and retirement assumptions relied on the System's June 30, 2012 through June 30, 2015 experience study. For active members and non-disabled retirees, mortality rates are based on the 2010 Public Plan General Headcount Weighted Employee and Healthy Retiree Mortality Tables and MP 2020 Mortality Improvement Scale with the following adjustments: adjustment of 83.5% for males and 88.6% for females applied to the base Employee mortality rates, adjustment of 112.1% for males and 118.5% for females applied to the base base Healthy Retiree mortality rates and MP 2020 Mortality Improvement Scale adjusted to use an ultimate rate of 1% for ages 20-80, grading down to .5% at age 95, grading down to an ultimate rate of 0% at age 115 and convergence to the ultimate rate in the year 2027.

The discount rate was based on the Bond Buyer 20 - Bond General Obligation Index. The discount rate was 3.93% as of the measurement date, June 30, 2024.

The actuarial assumptions used in the June 30, 2024 valuation were based on the results of an actuarial experience study, conducted by the Maine Public Employees Retirement System, for the period July 1, 2012 through June 30, 2015.

# Northern New England Passenger Rail Authority

## Notes to Financial Statements

### Note 7: POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (OPEB) (Continued)

The AGP is allocated to governmental and proprietary funds based on employer contributions. The majority of governmental costs are borne by the State of Maine general fund.

#### Changes in the Total OPEB Liability

	Total OPEB Liability
Balance at June 30, 2024	\$394,000
Changes for the year	
Service cost	16,000
Interest	15,000
Changes in assumptions- Discount Rate	(22,000)
Changes in assumptions- Others	-
Employer contributions	(5,000)
Net Changes	4,000
Balance at June 30, 2025	\$398,000

Changes in assumptions or other inputs reflect a change in the discount rate from 3.65% in 2023 to 3.93% in 2024.

#### *Sensitivity of the total OPEB liability to changes in the discount rate.*

The following table shows how the total OPEB liabilities would change if the discount rate used was one percentage point lower or one percentage point higher than the current rate. The current rate used for the Ancillary Group Healthcare OPEB Plan is 3.93%.

	1% Decrease (2.93%)	Discount Rate (3.93%)	1% Increase (4.93%)
Total OPEB liability	\$484,000	\$398,000	\$333,000

#### *Sensitivity of the total OPEB liability to changes in the healthcare cost trend rates.*

The following table shows how the total OPEB liabilities would change if the healthcare rate used was one percentage point lower or one percentage point higher than the current rate of 7.16% decreasing to 4.19%.

	1% Decrease (27.21% decreasing to 3.19%)	Healthcare Cost Trend Rates (7.09% decreasing to 4.19%)	1% Increase (29.21% decreasing to 5.19%)
Authority's proportionate share of the collective net OPEB liability	\$320,000	\$398,000	\$502,000

# Northern New England Passenger Rail Authority

## Notes to Financial Statements

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### **Note 7: POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (OPEB)** (Continued)

#### **OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB**

For the year ended June 30, 2025, the Authority recognized OPEB expense of \$(6,000). Deferred outflows of resources of \$4,000 relate to employer contributions that were made subsequent to the measurement date and will be recognized as a reduction of the total OPEB liability in the year ended June 30, 2026. At June 30, 2025, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 3,000	\$ 157,000
Changes of assumptions	103,000	175,000
Contributions subsequent to the measurement date	4,000	-
	<hr/>	
Totals	\$ 110,000	\$ 332,000

Amounts to be reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense, as follows:

Year ended June 30	
2026	\$(34,000)
2027	(32,000)
2028	(30,000)
2029	(32,000)
2030	(46,000)
Thereafter	(52,000)
<hr/>	
Total	\$(226,000)

### **Note 8: LEASES**

#### *The Authority as Lessee*

The terms and expiration dates of the Authority's leases payable at June 30, 2025, follow:

The Authority had an agreement to lease office space in Portland, Maine and Brunswick, Maine through June 30, 2025. The terms of the lease require monthly lease payments, including common area maintenance and taxes.

During fiscal year 2025, the Authority entered into an agreement to lease office space in Portland, Maine and Brunswick, Maine through June 30, 2028. The terms of the lease require monthly lease payments, including common area maintenance and taxes.

# Northern New England Passenger Rail Authority

## Notes to Financial Statements

### Note 8: LEASES (Continued)

The Authority entered into various agreements to lease platform leases in Portland, Old Orchard Beach, Wells, Freeport and Saco, Maine through June 14, 2032.

The Authority entered into a sublease agreement for terminal facility use with MDOT through March 30, 2027.

The Authority entered into a sublease agreement for Ground use with MDOT through March 30, 2027.

The total cost of the Authority's lease assets are recorded as \$1,771,924, less accumulated amortization of \$918,140 for a net carrying amount of \$853,784.

The discount rate for all leases was 4%.

Future minimum lease payments as of June 30, 2025, are:

	Leases		
	Principal	Interest	Total
2026	\$ 290,459	\$ 33,392	\$ 323,851
2027	258,360	21,507	279,867
2028	105,344	14,778	120,122
2029	63,867	11,327	75,194
2030	73,438	8,598	82,036
2031 - 2035	174,775	7,363	182,138
Totals	\$ 966,243	\$ 96,965	\$ 1,063,208

### Note 9: COMMITMENTS AND CONTINGENCIES

#### Amtrak

The Authority, along with National Railroad Passenger Corporation ("Amtrak"), negotiated a contract with Boston and Maine Corporation, Portland Terminal Company, Springfield Terminal Railway Company and Pan Am Railways (collectively referred to as the "Railroad"), with respect to (a) the rehabilitation of the Railroad's rail line between Plaistow, New Hampshire and Portland, Maine, and (b) the terms and conditions under which Amtrak will operate passenger rail service over that rail line.

The Authority has a 10-year agreement with Amtrak that was executed in June 15, 2022. The contract costs continue to be assessed in accordance with a national methodology applied to all state-sponsored Amtrak routes less than 750-miles and the Authority will continue to fund the operating deficit of the rail service. The total paid to Amtrak for train operations July 1, 2024-June 30, 2025 was \$21,505,415.



# Northern New England Passenger Rail Authority

## Notes to Financial Statements

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### **Note 9: COMMITMENTS AND CONTINGENCIES** (Continued)

#### **Railroad Maintenance Agreements (Railroad refers to Boston and Maine Corporation, Portland Terminal Company, Springfield Terminal Railway Company and CSX)**

Amtrak has an agreement with the Railroad for general maintenance. General maintenance is based on maintaining the condition of the track at an acceptable level for passenger rail service and is charged at an annually adjusted flat rate per car mile. This portion of the agreement is billed by the Railroad to Amtrak and is reimbursed by the Authority to Amtrak as part of the funding agreement between the Authority and Amtrak.

The Authority has an agreement with the Railroad for capital maintenance. Capital maintenance is based on an annual capital plan agreed upon by the Authority and the Railroad. This portion of the agreement is billed by the Railroad to the Authority. The agreement is adjusted annually for inflation based on an index provided by the American Association of Public Railroads and averages approximately \$1,077,250 per year. For the period ended June 30, 2025, capital maintenance services performed by CSX was \$825,613. The balance of work in the contracted yearly plan will be completed in the summer of 2026.

### **Note 10: Accounting Changes and Error Corrections**

As a result of the implementation of GASB Statement No. 101, *Compensated Absences*, the business-type activity beginning net position was restated as follows:

	<b>Northern New England Passenger Rail Authority</b>
<i>Year Ended June 30, 2025</i>	
Beginning net position, as previously reported	\$ 17,619,884
Change in accounting principle (GASB 101)	(51,473)
Beginning net position, as restated	<u>\$ 17,568,411</u>

# Northern New England Passenger Rail Authority

## Schedule of Infrastructure

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The infrastructure includes real property, paved service areas, and a watering system at the Authority's layover facility in Portland, Maine, and in Brunswick, Maine, includes real property, paved service areas, layover building, and ancillary track infrastructure.

### **Condition assessment - Portland**

**Good condition**

The Portland infrastructure was placed in service in December 2001. Historical information for the most recent 3-year fiscal period reflects the annual cost to maintain and preserve the infrastructure at a condition level of good or better averaged \$16,100 per year.

### **Condition assessment - Brunswick**

**Good condition**

Brunswick infrastructure was placed in service in November 2016. Historical information for the most recent 3-year fiscal period reflects the annual cost to maintain and preserve the infrastructure at a condition level of good or better averaged \$46,000 per year.

Note: The condition of infrastructure is based on requirements established by Amtrak and the Federal Railroad Administration to be in compliance with federal transportation standards of safety. The different classifications of the condition of infrastructure are as follows: Perfect condition, good or better condition, fair condition, and substandard condition. It is the policy of the Authority to maintain the infrastructure at a good or better condition level. Condition assessments are determined every year.

# Northern New England Passenger Rail Authority

## Schedule of Proportionate Share of the Net Pension Liability

### Maine Public Employees Retirement System

Year Ended	Proportion of the Net Pension Liability	Proportionate Share of the Net Pension Liability	Covered Employee Payroll	Share of the Net Pension Liability as a Percentage of Covered Payroll	Plan Fiduciary Net Position as a Percentage of the Total Pension Liability
June 30, 2025	0.119%	\$1,030,800	\$786,988	131%	87.59%
June 30, 2024	0.114%	\$1,062,379	\$1,068,147	99%	86.03%
June 30, 2023	0.114%	\$1,079,252	\$963,354	112%	85.79%
June 30, 2022	0.102%	\$751,806	\$923,549	81%	90.90%
June 30, 2021	0.079%	\$1,356,185	\$897,407	151%	81.03%
June 30, 2020	0.071%	\$1,061,575	\$844,932	126%	82.73%
June 30, 2019	0.071%	\$826,953	\$684,204	121%	82.90%
June 30, 2018	0.071%	\$813,584	\$512,596	159%	80.70%
June 30, 2017	0.069%	\$924,385	\$469,031	197%	76.21%
June 30, 2016	0.072%	\$732,631	\$434,790	169%	81.18%

## Schedule of Contributions

### Maine Public Employees Retirement System

Year Ended	Contractually Required Contribution	Contributions Relative to Contractually Required Contribution	Contribution Deficiency (Excess)	Covered Employee Payroll	Contributions as a Percentage of Covered Employee Payroll
June 30, 2025	\$179,772	\$179,772	\$ -	\$786,988	22.84%
June 30, 2024	\$243,639	\$243,639	\$ -	\$1,068,147	22.81%
June 30, 2023	\$229,465	\$229,465	\$ -	\$963,354	23.82%
June 30, 2022	\$218,493	\$218,493	\$ -	\$923,549	23.66%
June 30, 2021	\$197,250	\$197,250	\$ -	\$897,407	21.98%
June 30, 2020	\$185,716	\$185,716	\$ -	\$844,932	21.98%
June 30, 2019	\$181,133	\$181,133	\$ -	\$844,932	21.44%
June 30, 2018	\$132,906	\$132,906	\$ -	\$512,596	25.93%
June 30, 2017	\$116,329	\$116,329	\$ -	\$512,596	22.69%
June 30, 2016	\$108,570	\$108,570	\$ -	\$469,031	23.15%

# Northern New England Passenger Rail Authority

## Schedule of Changes in Total OPEB Liability and Related Ratios - State Employee Group Health Insurance Plan

June 30,	2025	2024	2023	2022	2021	2020	2019	2018
<b>Total OPEB liability</b>								
Service cost	16,000	28,000	39,000	\$ 44,000	\$ 29,000	\$ 20,000	\$ 22,000	\$ 22,000
Interest	15,000	18,000	13,000	16,000	18,000	16,000	15,000	13,000
Changes in assumptions - discount rate	(22,000)	(9,000)	(127,000)	5,000	156,000	34,000		
Differences between expected and actual experience		(145,000)	(1,000)	(68,000)	3,000	15,000	(22,000)	(20,000)
Changes of assumptions or other inputs		36,000	-	(114,000)	-	1,000	-	(58,000)
Contributions - employer and nonemployer			-			-	(7,000)	
Benefit payments	(5,000)	(7,000)	(6,000)	(7,000)	(7,000)	(7,000)	-	(1,000)
<b>Net change in total OPEB liability</b>	<u>4,000</u>	<u>(79,000)</u>	<u>\$ (82,000)</u>	<u>\$ (124,000)</u>	<u>\$ 199,000</u>	<u>\$ 79,000</u>	<u>\$ 8,000</u>	<u>\$ (44,000)</u>
<b>Total OPEB liability - beginning</b>	<u>394,000</u>	<u>473,000</u>	<u>555,000</u>	<u>679,000</u>	<u>480,000</u>	<u>401,000</u>	<u>393,000</u>	<u>437,000</u>
<b>Total OPEB liability - ending</b>	<u><u>398,000</u></u>	<u><u>394,000</u></u>	<u><u>\$ 473,000</u></u>	<u><u>\$ 555,000</u></u>	<u><u>\$ 679,000</u></u>	<u><u>\$ 480,000</u></u>	<u><u>\$ 401,000</u></u>	<u><u>\$ 393,000</u></u>
<b>Covered employee payroll</b>	1,059,000	964,000	987,695	736,411	626,384	582,934	513,000	465,000
<b>Total OPEB liability as a percentage of Covered employee payroll</b>	37.58%	40.87%	47.9%	75.4%	108.4%	82.3%	78.2%	84.5%

### Notes to Schedule:

Changes of benefit terms: Amount presented no increase in the retirees' share of health premiums

Changes of assumptions: Changes of assumptions reflect the effects of changes in the discount rate each period. The following are the discount rates used in each period:

June 30, 2025	3.93%
June 30, 2024	3.65%
June 30, 2023	3.54%
June 30, 2022	2.16%
June 30, 2021	2.21%
June 30, 2020	3.50%
June 30, 2019	3.87%
June 30, 2018	3.58%

There is no required actuarially determined contribution, any calculated employer contribution represents an implicit employer subsidy. Accordingly, there are no assets held in the plan, no employer contributions funding of the plan and the net position at the end of each period will be zero.

This schedule is presented to illustrate requirements to show information for 10 years. However, until a full 10 year trend is completed, the District presents information for those years of which information is available.

# Northern New England Passenger Rail Authority

## Schedule of Proportionate Share of total OPEB Liability - Group Life Insurance Plan Maine Public Employees Retirement System

### Group Life Insurance - Set Plan

<i>Year Ended</i>	Authority's Proportion of the Collective Net OPEB Liability	Authority's Proportionate Share of the Collective Net OPEB Liability	State's Proportionate Share of the Collective Net OPEB Liability	Total Collective Net OPEB Liability	Authority's Covered Payroll	Authority's Proportionate Share of the Collective Net OPEB Liability as a Percentage of its Covered Payroll	Plan Fiduciary Net Position as a Percentage of the Total OPEB Liability
June 30, 2025	0.164%	\$99,296	\$ -	\$99,296	\$786,988	12.62%	66.13%
June 30, 2024	0.116%	\$82,727	-	\$82,727	\$1,068,147	7.74%	56.97%
June 30, 2023	0.117%	\$86,086	-	\$86,086	\$963,354	8.94%	52.39%
June 30, 2022	0.116%	\$72,996	-	\$72,996	\$923,549	7.90%	62.90%
June 30, 2021	0.114%	\$81,358	-	\$81,358	\$897,407	9.07%	47.29%
June 30, 2020	0.102%	\$67,100	-	\$67,100	\$844,932	7.94%	49.22%
June 30, 2019	0.079%	\$49,492	-	\$49,492	\$652,121	7.59%	48.04%
June 30, 2018	0.071%	\$47,703	-	\$47,703	\$629,051	7.58%	47.29%

## Schedule of the Authority's Contributions Maine Public Employees Retirement System

### Group Life Insurance - SET Plan

<i>Year Ended</i>	Contractually Required Contribution	Contributions Relative to Contractually Required Contribution	Contribution Deficiency (Excess)	Authority's Covered Payroll	Contributions as a Percentage of Covered Payroll
June 30, 2025	\$ 7,586	\$7,586	\$-	\$786,988	0.96%
June 30, 2024	\$ 7,070	\$7,070	\$-	\$1,068,147	0.66%
June 30, 2023	\$ 7,127	\$7,127	\$-	\$963,345	0.74%
June 30, 2022	\$ 10,285	\$10,285	\$-	\$923,549	1.11%
June 30, 2021	\$ 9,343	\$9,343	\$-	\$897,407	1.04%
June 30, 2020	\$ 8,708	\$8,708	\$-	\$844,932	1.03%
June 30, 2019	\$ 3,577	\$3,577	\$-	\$652,121	0.55%
June 30, 2018	\$ 4,346	\$4,346	\$-	\$629,051	0.69%

This schedule is presented to illustrate requirements to show information for 10 years; however, until a full 10 year trend is completed, the Authority presents information for those years of which information is available.

# Northern New England Passenger Rail Authority

## Schedule of Activities

Year Ended June 30, 2025

Functions/Programs	Expenses	Program Revenues			Net Revenue (Expense) and Change in Net Position
		Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Total
<b>Governmental Activities</b>					
Business type activity:					
Operation and maintenance of passenger rail service	\$62,676,698	\$ 14,659,197	\$ 15,874,478	\$ 31,140,690	\$ (1,002,333)
<b>General Revenues</b>					
Interest and investment earnings					178,601
Other revenue					379,948
<b>Total General Revenues</b>					558,549
Change in Net Position					(443,784)
<b>Net Position, Beginning of Year, as previously reported</b>					17,619,884
<b>Change in accounting principle (GASB 101)</b>					(51,473)
<b>Net Position, Beginning of Year, as restated</b>					17,568,411
<b>Net Position, End of Year</b>					\$ 17,124,627

See Independent Auditor's Report on Supplementary Information.

## **Independent Auditor's Report 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***

Board of Directors  
Northern New England Passenger Rail Authority  
Portland, ME

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 Northern New England Passenger Rail Authority, as of and for the year ended June 30, 2025 and the related notes to the financial statements, which collectively comprise the Northern New England Passenger Rail Authority's basic financial statements, and have issued our report thereon dated October 10, 2025.

### **Report on Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered Northern New England Passenger Rail Authority's 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 Northern New England Passenger Rail Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of Northern New England Passenger Rail Authority's 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 a combination of deficiencies in internal control, such that there is reasonable possibility that a material misstatement of Northern New England Passenger Rail Authority's financial statements will not be prevented or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or 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 and therefore, material weaknesses or significant deficiencies may exist that were not identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. We identified a deficiency in internal control described in the accompanying schedule of findings and responses as item 2025-001 that we consider to be a significant deficiency.

## Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether Northern New England Passenger Rail Authority's financial statements are free from 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*.

## Northern New England Passenger Rail Authority's Response to Findings

*Government Auditing Standards* requires the auditor to perform limited procedures on the Northern New England Passenger Rail Authority's response to the findings identified in our audit and described in the accompanying schedule of findings and responses. The Authority's response was not subjected to the other auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on the response.

## 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 Northern New England Passenger Rail Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Northern New England Passenger Rail Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



Wipfli LLP

South Portland, Maine

October 10, 2025



# Northern New England Passenger Rail Authority

## Schedule of Findings and Responses

Year Ended June 30, 2025

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**Finding Number:** 2025-001

**Repeat Finding:** No

**Type of Finding:** Significant Deficiency

**Description:** Internal Control over Financial Reporting

**Condition:** During the audit of the June 30, 2025, financial statements, Wipfli proposed adjustments to record accounts receivable, accounts payable, revenues and expenses due to improper cutoff of activity that should have been recorded to FY25. Since the internal controls of the Authority did not detect and record the adjustments described above prior to the audit, a significant deficiency exists in the Authority's internal control over financial reporting and the preparation of the financial statements in accordance with accounting principles generally accepted in the United States (GAAP).

**Criteria:** Internal controls are effective if they are properly designed and implemented to prevent or detect account misstatements prior to the audit.

**Cause:** The internal controls of the Authority were not effective in preventing or detecting and correcting the misstatements described above prior to the audit.

**Effect:** As a result of the financial reporting matter identified in the condition paragraph, the net effect of the adjustment was an increase to the Statement of Revenues, Expenses and Changes in Net Position of \$297,000, a significant deficiency exists in the Authority's internal control over financial reporting.

**Recommendation:** We recommend the Authority implement procedures, such as reviewing invoices received subsequent to year-end to verify that activity is recorded to the proper period; to provide sufficient internal control over financial reporting so all necessary transactions are recorded in accordance with GAAP.

**View of Responsible Officials:** Management agrees with the finding and has developed a plan to review invoices for proper cutoff.