VIRGINIA PASSENGER RAIL AUTHORITY

FY26 Financial Statements and Audit Results

November 19, 2026

Overview

Financial statement audit completed by PBMares, LLP and an unmodified opinion expressed.
No items to report for internal control and compliance as required under Government Auditing Standards (GAS).

FY26 Annual Comprehensive Financial Report (ACFR) was issued on September 30th for the third year in a row.

This year included implementation of two new GASB Pronouncements
GASB 103, *Financial Reporting Model Improvements*
GASB 104, *Disclosure of Certain Capital Assets*

Second annual Single Audit was performed on one federal program; audit opinion issuance is pending the release of official guidance from OMB (expected early December 2026).

GFOA Certification was awarded for FY25 ACFR and application for certification has been submitted for the FY26 ACFR.

Statement of Net Position

Key Changes for Fiscal Year 2026

Statement of Net Position	FY26	FY25	$ change	% change	Explanation
Assets					
Cash and cash equivalents	493,405,595	202,818,750	290,586,845	143%	Receipt of final payment of Fredex funds; better cadence of requesting grant reimbursements.
Due from federal government & FRA	113,192,060	11,539,267	101,652,793	881%	First full year of operations of the FSP grant with FRA; increase in billable project activity in Franconia Springfield Bypass and Long Bridge.
Construction in progress	1,072,732,108	394,855,664	677,876,444	172%	Franconia-Springfield Bypass and Long Bridge made up a substantial portion of this increase.
Intangible asset: I-95 corridor	98,365,815	240,492,077	(142,126,262)	-59%	We received deeds of confirmation for just over 60% of the properties relative to the I-95 corridor purchase from CSX, which were all transitioned to their appropriate land and rail infrastructure values.
Other intangible assets	10,136,136	265,196	9,870,940	3722%	The ROW team has made substantial efforts to secure permanent easements and temporary construction easements to facilitate needed construction activity.
Liabilities					
Unearned revenues	52,914,426	11,083,837	41,830,589	377%	Amtrak restarted the payments for the Capital Contribution agreement now that activity on all the applicable projects incrased. The portion received but unused is recorded here.
Other accrued liabilities - capital	102,044,657	28,554,386	73,490,271	257%	This increase reflects higher construction activity across multiple projects, along with a strengthened accrual process that improves timeliness and accuracy.
Pension	1,366,708	833,426	533,282	64%	As the agency matures and our workforce and service history stabilize, pension expense has risen to reflect a more established, steady state level of obligation.

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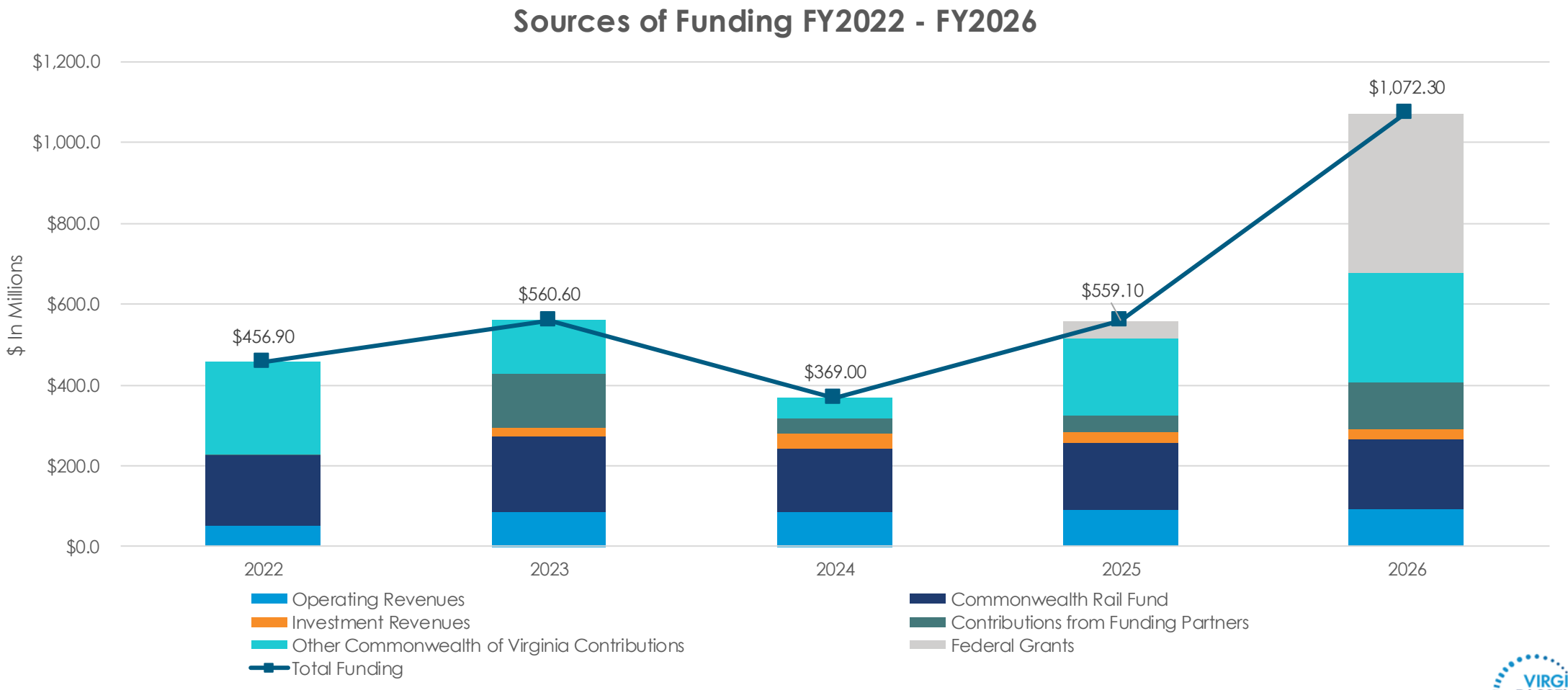
Statement of Revenues, Expenses, & Changes in Net Position

Key Changes for Fiscal Year 2026

Statement of Revenues, Expenses, & Changes in Net Position	FY26	FY25	$ change	% change	Explanation
Operating Revenues					
Other revenues	442,576	1,787,859	(1,345,283)	-75%	With the purchase of the M-line and release of the V-line, track access fees paid by Norfolk Southern were reduced to a smaller mileage range.
Operating Expenses					
General administrative expenses	563,227	3,601,682	(3,038,455)	-84%	This decrease reflects the allocation of additional operating activity to capital projects under the Cost Allocation Plan.
Nonoperating Revenues (Expenses)					
Federal grant funds	368,960,063	24,840,808	344,119,255	1385%	First full year of billable project activity for both Franconia-Springfield Bypass and Long Bridge.
Contributions from funding partners	115,662,967	40,934,948	74,728,019	183%	This increase is a combination of applicable activity related to the Amtrak Capital Contrbituion agreement as well as an agreement with NVTA for Franconia-Springfield Bypass.
Unrealized gain (loss) on investment	(747,248)	5,123,702	(5,870,950)	-115%	This decrease is a result of market conditions over the year that resulted in lower returns.
Loss on disposal of assets	(10,468,969)	(5,645,749)	(4,823,220)	85%	Seminary Yard and the Broad Run Corridor conveyed to VRE this fiscal year and the consideration received was less than the net book value at the time of sale.
Other nonoperating expenses	(3,206,604)	(1,107,712)	(2,098,892)	189%	This increase in expense is largely due to expenses related to the I-66 financing with VDOT. Because they are expenses prior to the debt issuance, they have to be expensed and cannot be capitalized as part of the project.

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Statement of Revenues, Expenses, & Changes in Net Position



THANK YOU

Questions?