

NEVADA COMMISSION FOR THE  
RECONSTRUCTION OF THE V&T RAILWAY  
FINANCIAL STATEMENTS  
JUNE 30, 2021

NEVADA COMMISSION FOR THE RECONSTRUCTION OF THE V&T RAILWAY  
 FINANCIAL STATEMENTS  
 AND SUPPLEMENTARY INFORMATION  
 YEAR ENDED JUNE 30, 2021

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*Casey Neilson, Inc.*  
**Accountants and Advisors**

INDEPENDENT AUDITOR'S REPORT

To the Commissioners  
Nevada Commission for the Reconstruction of the V&T Railway

**Report on the Financial Statements**

We have audited the accompanying financial statements of the Nevada Commission for the Reconstruction of the V&T Railway (the Commission), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

**Management's Responsibility for the Financial Statements**

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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.

**Auditor's Responsibility**

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

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

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

**Opinions**

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Nevada Commission for the Reconstruction of the V&T Railway, as of June 30, 2021, and the respective changes in financial position and cash flows thereof for the year then ended in conformity with accounting principles generally accepted in the United States of America.

**Emphasis of Matter**

As discussed in Note 7 to the financial statements, the Commission has been part of two Interlocal Agreements with the County of Storey. The first agreement beginning on May 20, 2010 and the second on May 19, 2020. Based on the interlocal agreements between the Commission and Storey County, certain sales tax amounts approved by the voters of

Storey County for the support of the V&T Railway project were retained by Storey County in lieu of Storey County providing the Commission a flat annual dollar amount. The amounts due from Storey County to the Commission under these agreements have not been reconciled between the two organizations since the inception of the first agreement. It is unknown whether the outcome of the reconciliation will result in a material impact to the Commission and no additional funding has been requested. Our opinion is not modified with respect to this matter.

## **Other Matters**

### *Required Supplementary Information*

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and budgetary comparison information on pages 3-6 and 18, respectively, be presented to supplement the basic financial statements. Such information, 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 basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required management's discussion and analysis 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 basic financial statements, and other knowledge we obtained during our audit of the basic 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.

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

In accordance with *Government Auditing Standards*, we have also issued our report dated January 14, 2022, on our consideration of the Nevada Commission for the Reconstruction of the V&T Railway'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 the Nevada Commission for the Reconstruction of the V&T Railway'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 Nevada Commission for the Reconstruction of the V&T Railway's internal control over financial reporting and compliance.

*Casey Neilon*

Carson City, Nevada  
January 14, 2022

Nevada Commission for the Reconstruction of the V&T Railway  
Management's Discussion & Analysis  
June 30, 2021

The Nevada Commission for the Reconstruction of the V&T Railway (the Commission) provides this discussion and analysis of the Commission's Financial Report for readers of the Commission's financial statements. This narrative overview and analysis of the financial activities of the Commission is for the fiscal year ended June 30, 2021.

**FINANCIAL HIGHLIGHTS**

- The assets of the Commission exceeded its liabilities at the close of the fiscal year ended June 30, 2021, by \$29,398,810 (*net position*). Of this amount, \$29,094,489 related to capital assets.
- The Commission's total net position decreased by \$560,010 in the fiscal year ended June 30, 2021.

**OVERVIEW OF THE FINANCIAL STATEMENTS**

This discussion and analysis is intended to serve as an introduction and overview of the Commission's annual financial report. The Commission's basic financial statements consist of two parts: Management's Discussion and Analysis, and the Financial Statements including Notes to the Financial Statements. This report also contains Supplemental Information in addition to the basic financial statements.

Fund Financial Statements

The Commission maintains an enterprise fund, which account for the basic programs of the Commission. This fund focuses on economic measurement of resources. This fund is reported using the accrual basis of accounting.

Enterprise Fund

The Enterprise Fund is now used to account for the business operations of the V&T Railway. The business-type fund reports activity using the accrual basis of accounting, wherein revenues are recorded when earned and expenses are recorded when incurred.

Notes to Financial Statements

Notes to financial statements are included to provide information that is crucial to the full and complete understanding of the data provided in the fund financial statements.

**Government-wide Financial Analysis**

As noted earlier, net position may serve over time as a useful indicator of a government's financial position. The Commission's net position totaled \$29,398,810 at June 30, 2021, compared with \$29,958,820 at the end of the previous year.

Nevada Commission for the Reconstruction of the V&T Railway  
Management's Discussion & Analysis  
June 30, 2021

*The condensed Statement of Net Position is as follows:*

Summary of Net Position

	Business-Type Activities	
	6/30/2021	6/30/2020
Current and other assets	\$ 934,642	\$ 349,865
Capital assets	29,094,489	30,250,032
Total assets	30,029,131	30,599,897
Current liabilities	380,321	391,077
Non current liabilities	250,000	250,000
Total liabilities	630,321	641,077
Net assets:		
related debt	29,094,489	29,814,154
Unrestricted	304,321	144,666
Total net position	\$ 29,398,810	\$ 29,958,820

*The condensed Statement of Revenues, Expenses, and Changes in Net Position is as follows:*

Summary of Revenues, Expenses, and Changes in Net Position

	Business-Type Activities	
	6/30/2021	6/30/2020
Revenues:		
Charges for services	\$ 295,381	\$ 1,080,394
General revenue	362,844	388,289
Total revenues	658,225	1,468,683
Expenditures		
V&T Railway	1,218,235	2,103,226
Total expenditures	1,218,235	2,103,226
Change in Net Position	(560,010)	(634,543)
Beginning Net Position	29,958,820	30,593,363
Ending Net Position	\$ 29,398,810	\$ 29,958,820

The net position decreased by \$560,010 during the current fiscal year. Depreciation expense was \$749,246, which is the largest cause of the decrease in net position.

Nevada Commission for the Reconstruction of the V&T Railway  
Management's Discussion & Analysis  
June 30, 2021

**Financial Analysis of the Commission's Funds**

Enterprise Fund operating revenue decreased \$785,013 from the prior year. This was due to the continuing impact on tourism from the COVID-19 Pandemic. Train rides were projected to result in an additional \$220,462 in revenue. Contributions from governments in the amount of \$363,759 were less than the prior year due to deferred requests for funding. Enterprise fund expenses decreased by \$884,991 from the prior year. The main reason for the decreased operating activities was directly related to the impact of COVID-19.

**Capital Assets**

The Commission's capital assets amounted to \$37,848,784, with accumulated depreciation of \$8,754,295, leaving net book value of \$29,094,489. An additional \$13,408 in work in process for ongoing repairs to the #18 train engine was incurred during the year. See Note 5 to the financial statements for further information.

**Long-Term Debt**

The Commission's long-term debt is a payable due to Storey County with an outstanding balance of \$250,000 at June 30, 2021. This liability relates to a request made by Storey County during the year ended June 30, 2010 for a \$250,000 grant for their Virginia City Freight Depot. See Note 7 to the financial statements for further information.

**Economic Condition and Outlook**

State mandated COVID-19 related restrictions have relaxed gradually during the year ended June 30, 2021. Uncertainties linger and forecasting revenue for the upcoming fiscal year remains difficult at this time. The Commission expects an unpredictable 2022 train season and will submit an augmented budget if necessary. In addition, the Commission will seek additional funding from its current resources and through the addition of new revenue opportunities as they arise.

**Requests for Information**

This financial report is designed to provide a general overview of the Nevada Commission for the Reconstruction of the V&T Railway's finances. Questions concerning any of the information provided in this report or requests for additional information should be addressed to: Allyson Bolton, General Manager, PO Box 1711, Carson City, Nevada 89702.

Nevada Commission for the Reconstruction of the V&T Railway  
Statement of Net Position  
June 30, 2021

<b>ASSETS</b>	
Current Assets	
Cash	\$ 388,671
Deposit in escrow	200,000
Accounts receivable	19,155
Interest receivable	8,242
Due from other governments	65,857
Prepaid expenses	7,611
Inventory	15,417
Note receivable	229,689
Total Current Assets	<u>934,642</u>
Property, plant & equipment, net	29,094,489
Total Non-Current Assets	<u>29,094,489</u>
Total Assets	<u>30,029,131</u>
<b>LIABILITIES</b>	
Current Liabilities	
Due to other governments	319,363
Accounts payable	33,510
Ticket sales received in advance	27,448
Total Current Liabilities	<u>380,321</u>
Non current liabilities	
Storey County payable	<u>250,000</u>
Total Liabilities	<u>630,321</u>
<b>NET POSITION</b>	
Invested in capital assets, net of debt	29,094,489
Unrestricted	<u>304,321</u>
Total Net Position	<u>\$ 29,398,810</u>

*See Accompanying Accountant's Audit Report Notes to Financial Statements*



Nevada Commission for the Reconstruction of the V&T Railway  
Statement of Revenues, Expenses, and Changes in Net Position  
For the Year Ended June 30, 2021

OPERATING REVENUES	
Train and rail bike tickets	\$ 268,418
Merchandise, net	2,416
Grant revenues	<u>24,547</u>
Total Operating Revenues	<u>295,381</u>
OPERATING EXPENSES	
Marketing	16,117
Operating agreements	46,007
Professional services	325,435
Repairs and maintenance	25,590
Insurance	17,440
Utilities	17,910
Office expense	7,801
Miscellaneous expense	12,689
Depreciation	<u>749,246</u>
Total Operating Expenses	<u>1,218,235</u>
Net Operating Loss	(922,854)
Non-Operating Revenues	
Investment income	19,075
Government contributions	315,000
License plate revenues	23,632
Miscellaneous	<u>5,137</u>
Total Non-Operating Revenues	<u>362,844</u>
Change in Net Position	(560,010)
NET POSITION, June 30, 2020	<u>29,958,820</u>
NET POSITION, June 30, 2021	<u><u>\$ 29,398,810</u></u>

*See Accompanying Accountant's Audit Report Notes to Financial Statements*

Nevada Commission for the Reconstruction of the V&T Railway  
Statement of Cash Flows  
June 30, 2021

CASH FLOW FROM OPERATING ACTIVITIES	
Cash received from customers	\$ 288,452
Other cash paid	(81,430)
Cash paid to suppliers	<u>(406,097)</u>
Net cash used by operating activities	<u>(199,075)</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES	
Acquisition and construction of capital assets	<u>(29,581)</u>
CASH FLOWS FROM INVESTING ACTIVITIES	
Principal paid on notes receivable	206,189
Governmental contributions	254,431
Interest and other income	<u>56,146</u>
Net cash provided by investing activities	<u>516,766</u>
NET INCREASE IN CASH AND CASH EQUIVALENTS	288,110
CASH AND CASH EQUIVALENTS, June 30, 2020	<u>316,734</u>
CASH AND CASH EQUIVALENTS, June 30, 2021	<u><u>\$ 604,844</u></u>
RECONCILIATION OF OPERATING LOSS TO NET CASH USED BY OPERATING ACTIVITIES	
Operating loss	\$ (922,854)
Non-cash adjustment	
Depreciation	749,246
Adjustments to reconcile operating loss to net cash used by operating activities	
Increase (decrease) in cash from changes in:	
Accounts receivable	(19,155)
Prepaid expenses	2,913
Inventory	1,531
Accounts payable	(22,982)
Ticket sales received in advance	<u>12,226</u>
Net cash used by operating activities	<u><u>\$ (199,075)</u></u>

*See Accompanying Accountant's Audit Report Notes to Financial Statements*

Nevada Commission for the Reconstruction of the V&T Railway  
Notes to Financial Statements  
June 30, 2021

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accompanying financial statements of the Commission have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as prescribed by the Governmental Accounting Standards Board (GASB). A summary of the more significant accounting policies applied in the preparation of the accompanying basic financial statements follows:

Reporting Entity

Nevada Commission for the Reconstruction of the V&T Railway (the Commission) is a body corporate and politic, the geographical jurisdiction of which is Carson City and Storey counties. The Commission was created June 1, 1993, received its initial funding July 1995, and is composed of five commissioners appointed as follows:

1. One member who is a member of the Board of Supervisors of Carson City appointed from among its members or who is a designee of the Board of Supervisors of Carson City;
2. One member appointed by the Board of County Commissioners of Storey County from among its members or who is a designee of the board of County commissioners of Storey County;
3. One member appointed by the Board of the Carson City Culture and Tourism Authority from among its members or who is a designee of the Board;
4. One member appointed by the Virginia City Tourism Commission from among its members or who is a designee of the Commission; and
5. One member appointed by the Governor.

The Commission operates as a business-like Enterprise Fund.

*Enterprise Fund:* Effective January 1, 2013, the Commission created an Enterprise Fund. This fund is used to account for the operations of the train. Enterprise funds are used to account for those operations that are financed and operated in a manner similar to private business enterprises where the Board has decided that the determination of revenue earned, costs incurred, or net income is necessary or useful for management accountability. Effective June 30, 2018, the Commission eliminated the General Fund and transferred all assets, liabilities and fund equities to the Enterprise Fund.

Federal and state grants and investment earnings associated with the current fiscal period are all considered to be susceptible to accrual and so have been recognized as revenues of the current fiscal period.

When both restricted and unrestricted resources are available for use, it is the Commission's policy to use restricted resources first, then unrestricted resources as they are needed.

Nevada Commission for the Reconstruction of the V&T Railway  
Notes to Financial Statements  
June 30, 2021

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Budget and Budgetary Accounting

The Commission adheres to the Local Government Budget and Finance Act incorporated within the statutes of the State of Nevada, which includes the following major procedures to establish the budgetary data, which is reflected in the financial statements:

1. On or before April 15, the members of the Commission file a tentative budget with the Nevada Department of Taxation.
2. Public hearings on the tentative budget are held on the third Thursday in May.
3. Prior to June 1, at a public hearing, the Commission indicates changes, if any, to be made to the tentative budget and adopts a final budget by the favorable vote of a majority of the members of the Commission
4. Formal budgetary integration in the financial records of all funds is employed to enhance management control during the year.
5. The budget for the fund is adopted on a basis consistent with U.S. generally accepted accounting principles (GAAP). Appropriations lapse at year end.
6. Budget augmentations in excess of original budgetary amounts may not be made without prior approval of the Commission.

Due from Other Governments

No allowance for doubtful accounts has been established since management does not anticipate any material collection loss with respect to the balance receivable from other governments. These amounts are deemed fully collectible.

Inventory

Management of the Commission has elected to consider expenditures for supplies held for consumption as charges against appropriations at the time of purchase. Any inventories of such supplies at June 30, 2021, are not material and accordingly, are not recognized in the financial statements. The Commission contracts out the running of a gift shop, however they maintain inventory held specifically for sale during the Polar Express season. The inventory is stated at the lower of cost or market, with cost determined on a First-In, First-Out (FIFO) basis.

Capital Assets

Capital assets, include land, buildings, and machinery and equipment. Capital assets are defined by the Commission as assets with a unit cost of more than \$2,000 and an estimated useful life in excess of one year. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at estimated fair market value at the date of donation. Depreciation of capital assets is calculated using the straight-line method using the following lives:

Building	39 years
Machinery and equipment	5 years

Tickets Received in Advance

Tickets received in advance consist of advance sales of tickets for the next fiscal year's train operations.

Nevada Commission for the Reconstruction of the V&T Railway  
Notes to Financial Statements  
June 30, 2021

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Net Position

Net position is classified as follows:

*Invested in capital assets, net* – consists of capital assets, net of accumulated depreciation and long-term obligations related to these capital assets.

*Restricted net position* – consists of net position with constraints place on their use either by (1) external groups such as creditors, grantors, contributors, or laws and regulations of other governments; or (2) law through constitutional provisions or enabling legislation. The Commission has no items that are considered to be restricted net position.

*Unrestricted net position* – represents resources that are not generally subject to externally imposed restrictions and may be used to meet current expense for any purpose.

Operating and Non-operating Revenues and Expenses

Revenues and expenses are classified as operating if they result from providing services and producing and delivering goods. They also include other events that are not defined as capital and related financing, noncapital financing, or investing activities. Grants and contracts representing non-exchange transactions are considered operating revenues.

Revenues and expenses are classified as non-operating if they result from capital and related financing, noncapital financing, or investing activities. Appropriations received to finance operating deficits are classified as noncapital financing activities; therefore, they are reported as non-operating revenues. Grants and contracts representing non-exchange transactions are treated as non-operating revenues.

Use of Estimates

The preparation of financial statements, in conformity with generally accepted accounting principles, requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

NOTE 2 – COMPLIANCE WITH NEVADA REVISED STATUTES AND NEVADA ADMINISTRATIVE CODE

The Commission conformed to all significant statutory constraints on its financial administration during the year.

NOTE 3 – CASH

A summary of cash for the Commission at June 30, 2021, is as follows:

	<u>Carrying Amount</u>	<u>Bank Balance</u>
Represented by		
Petty Cash	\$ 50	\$ -
Cash in bank, checking (insured by FDIC)	<u>388,620</u>	<u>390,436</u>
Total cash and investments	<u>\$ 388,670</u>	

Nevada Commission for the Reconstruction of the V&T Railway  
Notes to Financial Statements  
June 30, 2021

NOTE 3 – CASH (CONTINUED)

Since all cash of the Commission are deposited in financial institutions and are available upon demand, all cash of the Commission are considered to be cash equivalents.

The Commission maintains its checking account in a commercial bank located in Nevada. Custodial credit risk is the risk that in the event of a bank or brokerage failure, the Commission's deposits may not be returned. The account is insured by the Federal Deposit Insurance Corporation (FDIC) up to \$250,000 in the aggregate per bank for the checking. In addition, the bank balance is collateralized with securities held by the Nevada Pooled Collateral program. Cash and cash equivalents reported in the statement of net position include cash totaling \$388,671.

The Commission participates in the State of Nevada collateralization program to assure that funds deposited are protected.

NOTE 4 – NOTES RECEIVABLE

In November 2015, the Commission sold surplus land and building for a gain of \$154,418. The sales price of \$785,000 consisted of \$248,415 in cash and a term note of \$485,000. The term note bore interest at 5.0% per annum. Interest and principal payments were due monthly until maturity on December 1, 2020. Subsequently, in January of 2021, the promisor stopped making payments and attempted to enter into a new agreement with the Commission. As of June 30, 2021, the Commission received a one-time payment of \$200,000 from the promisor which is reported as funds in escrow in the statement of net position. A new agreement is under negotiation and is awaiting the approval of the Commission.

Changes in the note receivable are as follows:

<u>Balance</u> <u>June 30, 2020</u>	<u>Increase</u>	<u>Decrease</u>	<u>Balance</u> <u>June 30, 2021</u>	<u>Due in</u> <u>2021-2022</u>
<u>\$ 435,878</u>	<u>\$ -</u>	<u>\$ 206,189</u>	<u>\$ 229,689</u>	<u>\$ 229,689</u>

Nevada Commission for the Reconstruction of the V&T Railway  
Notes to Financial Statements  
June 30, 2021

NOTE 5 – CAPITAL ASSETS

Capital asset activity for the year ended June 30, 2021, was as follows:

	Balance June 30, 2020	Additions	Deletions	Balance June 30, 2021
<u>Business activities</u>				
Capital assets being depreciated				
Buildings	\$ 32,004,701	\$ 16,173	\$ -	\$ 32,020,874
Machinery and equipment	702,921	-	-	702,921
Total depreciable assets	<u>32,707,622</u>	<u>16,173</u>	<u>-</u>	<u>32,723,795</u>
Less accumulated depreciation for:				
Capital assets	<u>(8,005,049)</u>	<u>(749,246)</u>	<u>-</u>	<u>(8,754,295)</u>
Total accumulated depreciation	<u>(8,005,049)</u>	<u>(749,246)</u>	<u>-</u>	<u>(8,754,295)</u>
Total capital assets, being depreciated, net	<u>24,702,573</u>	<u>(733,073)</u>	<u>-</u>	<u>23,969,500</u>
Capital assets not being depreciated				
Work in process	521,394	13,408	-	534,802
Land and easements	4,590,187	-	-	4,590,187
Total non-depreciable assets	<u>5,111,581</u>	<u>13,408</u>	<u>-</u>	<u>5,124,989</u>
Business activities capital assets, net	<u>\$ 29,814,154</u>	<u>\$ (719,665)</u>	<u>\$ -</u>	<u>\$ 29,094,489</u>

Depreciation expense totaling \$749,246 was charged to the business-type operating expense function.

NOTE 6 – RISK MANAGEMENT

The Commission, like all governmental entities, is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; and natural disasters. The Commission is covered by commercial insurance purchased from independent third parties. There have been no settlements in excess of insurance coverage for the past three years.

NOTE 7 – COMMITMENTS AND CONTINGENCIES

On May 20, 2010, an Interlocal Agreement was entered into by the Commission and the Board of County Commissioners of Storey County (“Storey County”). In this agreement Storey County set forth that they would present a ballot to extend the ¼ of 1 percent sales tax for the purpose of reconstruction and maintenance of the railroad. The Commission and Storey County agreed that should the Storey County electorate pass the extension, the Commission would continue to refund Storey County, on a monthly basis, such sales tax collected, that was not needed to cover all or a portion of the costs of train operations and track maintenance where the costs exceeded the ticket sales revenues.

Nevada Commission for the Reconstruction of the V&T Railway  
Notes to Financial Statements  
June 30, 2021

NOTE 7 – COMMITMENTS AND CONTINGENCIES (CONTINUED)

On November 2, 2010, the voters voted to extend the ¼ of 1 percent sales tax for the purpose of reconstruction and maintenance of the railroad for the next 30 years.

On May 19, 2020, a new Interlocal Agreement was entered into by the Commission and the County of Storey (“County”). In this agreement, the County will annually attribute \$250,000 to the Commission from the ¼ of 1 percent sales tax collected into the V&T Railway Fund for the operation and maintenance of the railroad within Storey County. In any year in which proceeds from ticket sales and the annual amount provided above are insufficient to cover the costs of the train operation and track maintenance of the railroad, or, in an emergency situation, the Commission may request additional tax revenues to be allocated to cover those expenses.

Based on the interlocal agreements between the Commission and Storey County, certain sales tax amounts approved by the voters of Storey County for the support of the V&T Railway project were retained by Storey County in lieu of Storey County providing the Commission a flat annual dollar amount. The amounts due from Storey County to the Commission under these agreements have not been reconciled between the two organizations since the inception of the first agreement. It is unknown whether the outcome of the reconciliation will result in a material impact to the Commission.

Also documented in the above referenced interlocal agreement was a one-time grant from the Commission to Storey County in the amount of \$250,000 to assist Storey County with the purchase of the old freight depot in Virginia City. This liability will be included in the reconciliation between the two organizations.

In addition, amounts included in due to other governments as a current liability total \$319,363 and represent expenditures of the Commission paid by Storey County and will be subject to the reconciliation between the two organizations.

NOTE 8 – SUBSEQUENT EVENTS

Management has evaluated the activities and transactions subsequent to June 30, 2021 to determine the need for any adjustments to and disclosure within the financial statements of the year ended June 30, 2021. Management has evaluated subsequent events through January 14, 2022 which is the date the financial statements were available for issue.

On November 30, 2021, the Commission approved a new note receivable effective January 1, 2022 for the outstanding balance and accrued interest of \$245,218 with an interest rate of 5.0% per annum. Interest and principal payments of \$10,758 are due monthly until maturity on December 1, 2023. The note was executed December 7, 2021.

NOTE 9 – RISK AND UNCERTAINTIES

On March 11, 2020, the World Health Organization (WHO) declared the novel Coronavirus (COVID-19) outbreak a global pandemic, constituting “public health emergency of international concern”. The Organization is responding to the recent COVID-19 outbreak with a measured, practical response. While the disruptions are currently expected to be temporary, there is considerable uncertainty about the duration. Therefore, while the Organization expects this matter to negatively impact its operating results, the related financial impact and duration cannot be reasonably estimated.



SUPPLEMENTARY INFORMATION

Nevada Commission for the Reconstruction of the V&T Railway  
Statement of Revenues, Expenses and Changes in Net Position - Budget to Actual  
For the Year Ended June 30, 2021

	<u>BUDGETED AMOUNTS</u>		<u>Actual</u>	Variance
	<u>Original</u>	<u>Final</u>		Favorable (Unfavorable)
<b>REVENUES</b>				
Operating revenues				
Train and rail bike tickets	\$ 603,270	\$ 454,860	\$ 268,418	\$ (186,442)
Photo revenue	4,000	3,200	-	(3,200)
Merchandise, net	26,380	23,000	2,416	(20,584)
Grant revenue	-	-	24,547	24,547
Total operating revenues	<u>633,650</u>	<u>481,060</u>	<u>295,381</u>	<u>(185,679)</u>
Nonoperating revenues				
Investment income	-	-	19,075	19,075
Interlocal Support	125,000	250,000	315,000	65,000
Licence plate revenue	19,200	19,200	23,632	4,432
Miscellaneous	14,800	6,840	5,137	(1,703)
Sale of property	34,020	34,020	-	(34,020)
Total nonoperating revenues	<u>193,020</u>	<u>310,060</u>	<u>362,844</u>	<u>52,784</u>
Total Revenues	<u>826,670</u>	<u>791,120</u>	<u>658,225</u>	<u>(132,895)</u>
<b>EXPENDITURES</b>				
Current				
Operating expenses				
Marketing	32,500	49,000	16,117	32,883
Operating agreements	141,500	105,389	46,007	59,382
Professional services	505,000	535,400	325,435	209,965
Repairs and maintenance	66,745	45,500	38,998	6,502
Insurance	12,000	12,000	17,440	(5,440)
Utilities	18,000	9,000	17,910	(8,910)
Miscellaneous expenses	2,500	7,550	12,689	(5,139)
Office expenses	23,025	15,181	7,801	7,380
Merchandise	25,400	12,100	-	12,100
Total Expenses	<u>826,670</u>	<u>791,120</u>	<u>482,397</u>	<u>308,723</u>
Change in Net Position - Budget Basis	<u>-</u>	<u>-</u>	175,828	<u>175,828</u>
Add Engine #18 repairs			<u>13,408</u>	
Change in Net Position			<u>\$ 189,236</u>	

REPORTS ON INTERNAL CONTROL & COMPLIANCE

*Casey Neilson, Inc.*  
**Accountants and Advisors**

**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***

To the Commissioners  
Nevada Commission for the Reconstruction of the V&T Railway

We have audited, in accordance with the 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 the Nevada Commission for the Reconstruction of the V&T Railway (the Commission) as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements and have issued our report thereon dated January 14, 2022.

**Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Nevada Commission for the Reconstruction of the V&T Railway's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing an opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Nevada Commission for the Reconstruction of the V&T Railway's internal control. Accordingly, we do not express an opinion on the effectiveness of the Commission'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 a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented or detected and corrected in a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that have not been identified. Given these limitations, during our audit we did not identify any deficient in internal control that we consider to be material weaknesses. We did identify certain deficiencies in internal control, described in the accompanying schedule of findings as items 2021-01 that we consider to be significant deficiencies.

**Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Nevada Commission for the Reconstruction of the V&T Railway's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. 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*.

## **Nevada Commission for the Reconstruction of the V & T Railway Response to Findings**

The Commission's response to the findings identified in our audit is described in the accompanying schedule of finding. The Commission's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

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

*Casey Neilon*

Carson City, Nevada

January 14, 2022

**NEVADA COMMISSION FOR THE RECONSTRUCTION OF THE V&T RAILWAY**  
**SCHEDULE OF FINDINGS**  
**JUNE 30, 2021**

**2021 – 01          Absent or inadequate controls over the safeguarding of assets.**

**Criteria:**                      Facilitating the negotiation and execution of contracts and agreements to safeguard the Commission’s assets.

**Effect:**                        Failure of controls over safeguarding assets can result in loss, damage or misappropriation.

**Condition:**                    During our audit we identified that a promissory note had matured and the Commission had yet to receive the final payment as directed. The Commission had engaged in communications with the Borrower to issue a new promissory note but it had not yet been drafted or executed as of June 30, 2021. With a change in Commissioner’s and a Change in Contract Manager, the proposed negotiations with the Borrower ceased. This resulted in a reduction of cash flow of current and future amounts totaling (\$245,218).

**Cause:**                         A change in management and oversight occurred in the same fiscal year which resulted in a loss of historical Commission knowledge of the transactions and it’s status.

**Recommendation:**        The status of open items should be maintained on a regular basis and addressed by the Commission and the Board at their scheduled meetings. Upon the exit or change of the Commission and/or management an exit meeting should be held to discuss the status of the open and successfully transfer the historical knowledge necessary to move forward with those transactions.

**Management Response:** Management agrees with the finding and the recommendation to maintain a status of open items for Commission consideration. Going forward, the Chair will request the current contractor include a list of any open items as part of the operations report provided at each meeting.

Should there be a change in the contract management team, an agenda item will be added to a meeting at least 30 days prior to the termination of the current contract to review any open items and insure there is a transfer of historical knowledge to move forward on those items.

AUDITOR'S COMMENTS



CASEY NEILON

To the Commissioners  
Nevada Commission for the Reconstruction of the V&T Railway

We have audited the basic financial statements of the Nevada Commission for the Reconstruction of the V&T Railway (the Commission) for the year ended June 30, 2021, and have issued our report thereon dated January 14, 2022. Professional standards require that we provide you with the following information related to our audit.

### **Our Responsibility under U.S. Generally Accepted Auditing Standards**

As stated in our engagement letter, our responsibility, as described by professional standards, is to express opinions about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects in conformity with U.S. generally accepted accounting principles. Our audit of the financial statements does not relieve you or management of your responsibilities.

### **Other Information in Documents Containing Audited Financial Statement**

Our responsibility for the other information in the Management's Discussion and Analysis which contains the Commission's financial information and report does not extend beyond the financial information identified in the audit report. We do not have an obligation to perform any procedures to corroborate any of the other information contained in Management's Discussion and Analysis. We did, however, read the information contained therein. As a result, nothing came to our attention that caused us to believe that such information, or its manner of presentation, is materially inconsistent with the information, or manner of its presentation appearing in the financial statements.

### **Significant Audit Findings**

#### ***Qualitative Aspects of Accounting Practices***

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Commission are described in the financial statements. We noted no transactions entered into by the organization during the year for which there is a lack of authoritative guidance or consensus. There are no significant transactions that have been recognized in the financial statements in a different period than when the transaction occurred.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimate affecting the financial statement was Management's determination that all accounts receivables are collectible at year end. We evaluated the key factors and assumptions used to develop the estimate of collectability in determining what is reasonable in relation to the financial statements taken as a whole.

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### ***Difficulties Encountered in Performing the Audit***

We encountered no significant difficulties in dealing with management in performing and completing our audit.

### ***Correct and Uncorrected Misstatements***

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. All proposed adjustments resulted in the reduction of net income by \$664,415. The following material misstatements detected as a result of audit procedures were corrected by management:

1. Record depreciation expense in the amount of \$749,246
2. Record additional work in process of \$13,408
3. Record additions to fixed assets in the amount of \$16,173
4. Adjust prepaid ticket sales of \$77,747
5. Record additional current accounts payable in the amount of \$5,466
6. Record special event expense for Railbikes in the amount of \$22,969
7. Adjust inventory to current year count \$1,531
8. Adjust prepaid promotional merchandise balance \$2,913
9. Record interest receivable in the amount of \$8,242
10. Record Special License Plate revenue in the amount of \$857
11. Record additional deferred revenue from PEX ticket sales in the amount of \$1
12. Record contribution revenue in the amount of \$65,000
13. Record Railbike tickets revenue in the amount of \$19,155
14. Record principle payments received in the amount of \$6,189
15. Record escrow deposit received in the amount of \$200,000

### ***Disagreements with Management***

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

### ***Management Representations***

We have requested certain representations from management that are included in the management representation letter dated January 14, 2022.

### ***Management Consultations with Other Independent Accountants***

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the governmental unit's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

### ***Other Audit Findings Issues***

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the governmental unit's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition of our retention.

As required by generally accepted auditing standards and the terms of our engagement, in planning and performing our audit, we considered the internal control solely to determine the auditing procedures to be employed for the purpose of enabling us to express our opinion on the financial statements and not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control over financial reporting. Therefore, we express no opinion or other form of assurance thereon.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct misstatements

on a timely basis. A material weakness is a deficiency, or combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the Commission's financial statement 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 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* dated January 14, 2022, noted no significant deficiencies or material weaknesses.

It should be noted, however that the excess expenditures over appropriations detailed in Note 8 represent potential violations of the Nevada Revised Statutes. Management should take care to monitor budgets closely and request budget changes and/or augmentation from the appropriate authorities at the State to avoid budget overruns in the future.

This information is intended solely for the use of management and the Commission's Board of Commissioners and is not intended to be and should not be used by anyone other than these specified parties.

*Casey Neilon*

Carson City, Nevada  
January 14, 2022