



Antrim County Road Commission
2017 Annual Report
to the
Antrim County Board of Commissioners

June 14, 2018

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Introduction

The Antrim County Road Commission (ACRC) maintains 210 miles of primary county roads and 663 miles of local county roads. Also, the Michigan Department of Transportation (MDOT) contracts with the ACRC to perform routine maintenance on 98 miles of state trunkline (M 32, M 66, M 88, US 31 and US 131). In the county system, approximately 700 miles are maintained year round; 556 miles are paved, 144 miles are gravel, leaving 173 miles of seasonal roads (not open to public travel for the months of November through April).

The ACRC's primary responsibility is to provide safe roads for the motoring public. As will be shown in detail in this report, we also work to make improvements where the townships desire to provide better roads for their constituents. In more recent years, townships are shifting money to preventive maintenance to preserve the investments they have made in these improvements. In an ideal world, there would be enough money provided to the ACRC through user fees so that the townships would not have to contribute to this preventive maintenance.

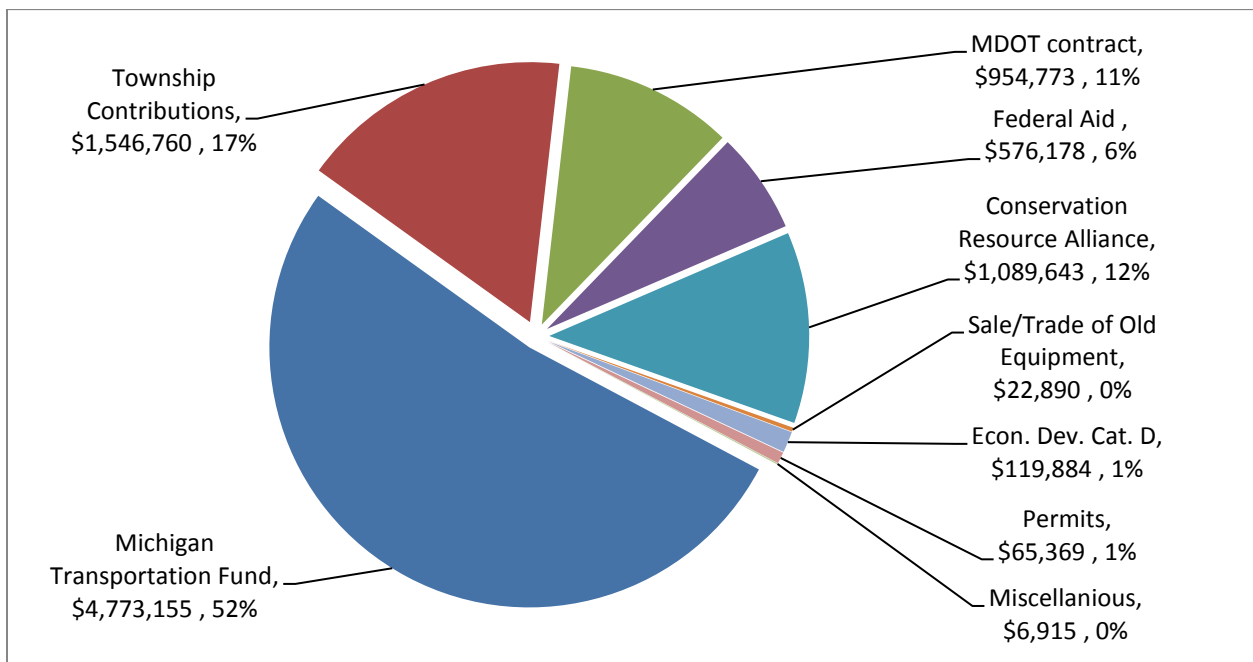
This report will expand on and discuss some of the major financial items that are reported through either audits or other mandated reporting. A short discussion on jobs completed during the year along with the current status and needs of our roads, equipment and facilities.

The revenue and expense information provided in the following pages can also be found in the Annual Financial Report that is filed with the MDOT as required by Act 51, Public Acts of 1951, as amended. This report is included as Appendix A. Also included in this report, as Appendix B, is the Basic Financial Statements for Year Ended December 31, 2017 (audit).

Revenues

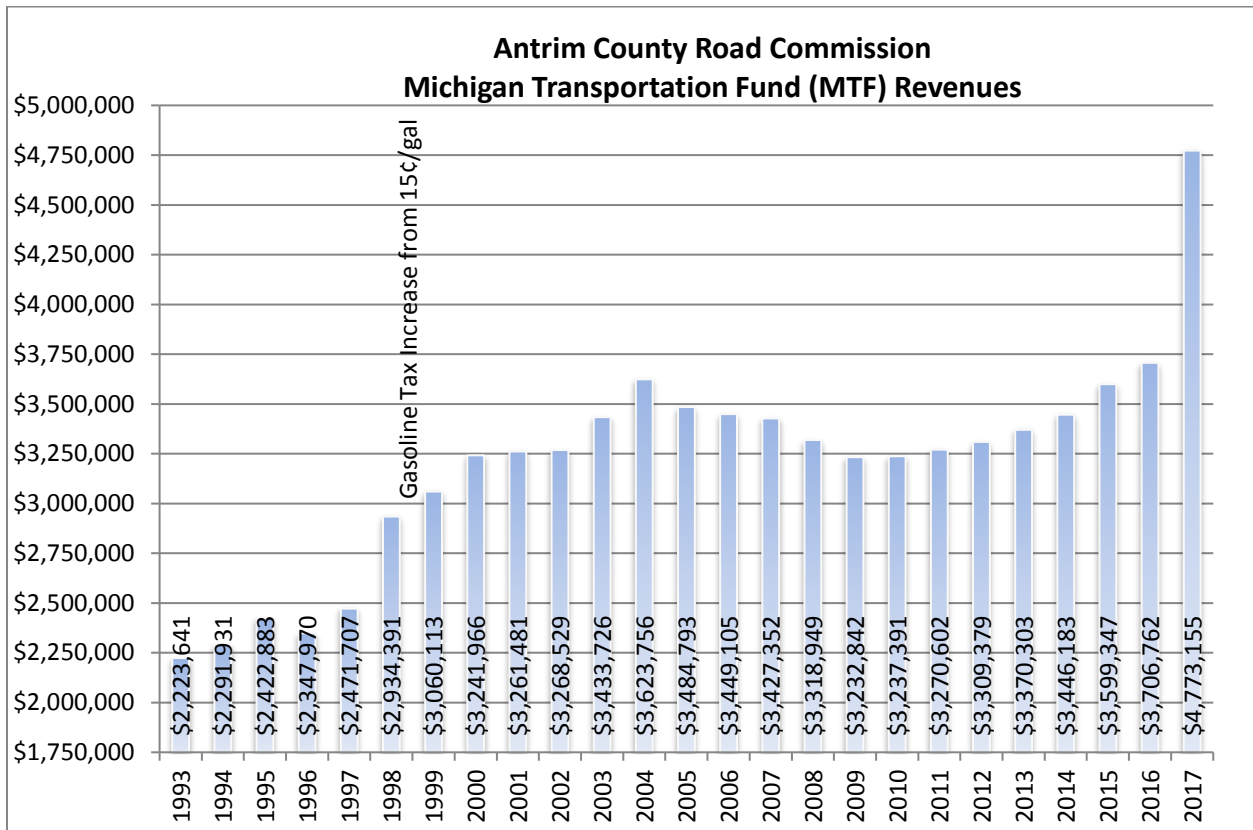
Total revenue received was \$9,155,597. The main source of revenue is the Michigan Transportation Fund (MTF) which is the primary fund used for all routine maintenance and operating expenses. Township contributions are the second largest source and amounted to 17% of the total. This was up almost \$583,000 from 2016. The MDOT contract amounted to 11% of total revenue, roughly the same amount as the previous year. Federal Aid was 6%, down about \$34,000 from 2016 and can vary widely from year to year. A large source of revenue was from the Conservation Resource Alliance and was used to replace the twin culverts on Old State Road over the Jordan River with a 90 foot single span bridge. The revenues received in 2017 by the ACRC are shown in Chart 1 below.

Chart 1 – 2017 Revenues



The MTF is the primary source of funding for all road agencies in Michigan. Revenues from gasoline tax, diesel fuel tax and vehicle registration fees make up most of the MTF which totaled just over \$2.68 billion in 2017, up 27%, or almost \$570 million, from the previous year's collection. This sharp increase is due to fuel tax and registration fee increases which began on January 1, 2017. The ACRC received an increase of just over \$1 million due to these changes. Chart 2 below shows MTF revenues received by the ACRC over the last 25 years.

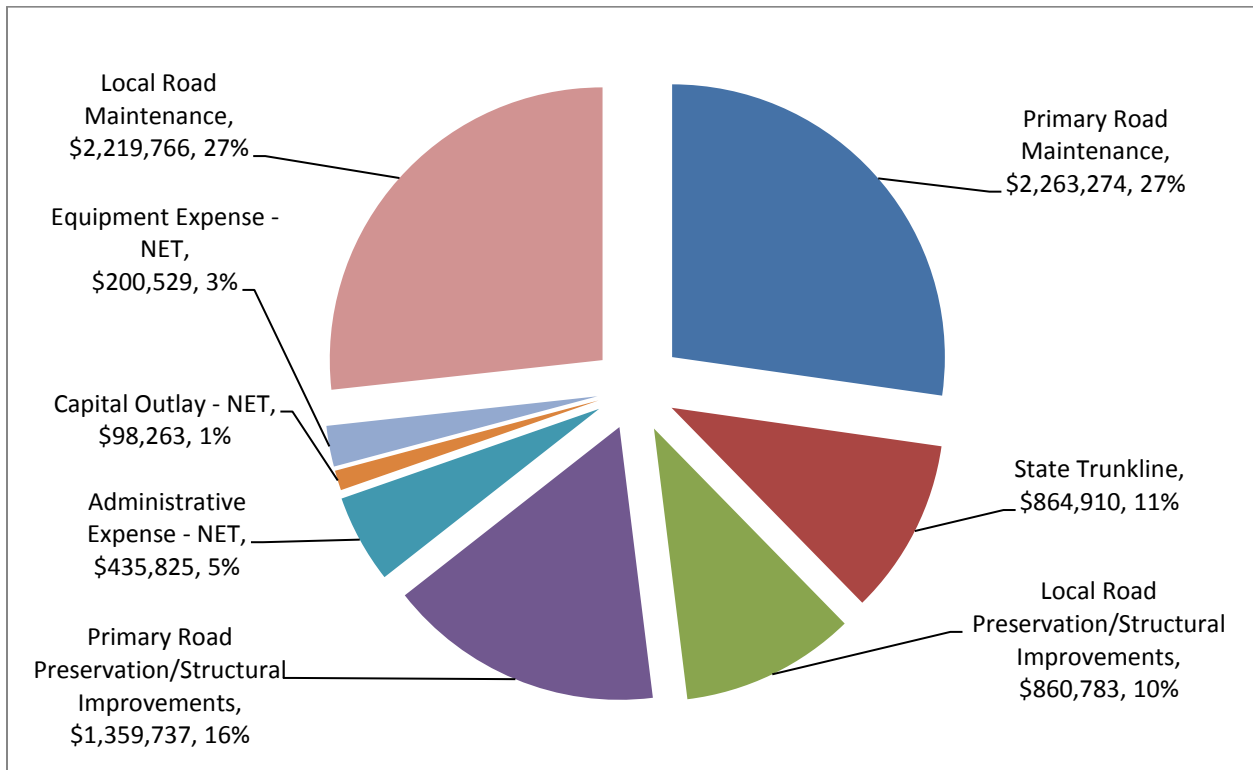
Chart 2 – Michigan Transportation Fund Revenues



Expenses

Total expenses for 2017 were \$8,303,087. Chart 3 shows the breakdown of major expense items.

Chart 3 – 2017 Major Expense Categories



Primary and Local Road Maintenance includes routine maintenance such as winter snow and ice control, pot hole patching, gravel road grading and dust control, roadside mowing, etc. Pavement preventive maintenance is included in this category and include such treatments as thin hot mix asphalt overlays, crack filling and chip sealing. Preservation/Structural Improvements include paving gravel roads, hot mix asphalt overlays thicker than one and one half inch, three inches or more of aggregate on a gravel road, etc.

Snow and ice control is one of the single largest expenses under the local and primary road maintenance expenditures and totals \$1,268,423 for calendar year 2017. Slightly down, almost \$55,000 from the previous calendar year.

State Trunkline

This item totaled \$864,910. The MDOT contracts with the ACRC for all routine maintenance needs on the state trunklines in the county. The majority of this work, like in the county road system, is winter maintenance. ACRC also provides patching, shoulder maintenance, tree and vegetation control and other routine or reactive work. All work is paid for monthly as incurred and is audited to actual cost after the fiscal year.

Road Projects

Township requested road projects completed in 2017 amounted to \$1,642,907. In accordance with current ACRC policy, funding for these projects is 10% ACRC and 90% townships when requested by a township. This is up by about \$512,000 from 2016.

Projects that had township cooperation included 1.5 miles of reconstruction, 4.9 miles of resurfacing, 20 miles of chip seals, 3.4 miles of gravel surfacing and just over one mile of paving gravel roads. One bridge deck was replaced.

In cooperation with the Conservation Resource Alliance (CRA) we replaced the twin culverts on Old State Road with a 90 foot single span concrete bridge. This bridge cost \$925,000 for construction which was covered by grants obtained by the CRA. Another \$129,000 was spent on a concrete box culvert for improved access to state land just to the west of the new bridge. The ACRC covered construction engineering with in house staff with some testing performed by consultants. In conjunction with the new culvert and bridge, the ACRC entered into an agreement with the Michigan Department of Natural Resources (MDNR) to expedite construction of a boat access site with boardwalk and boat slide to mitigate loss of access at the old culverts. Costs of construction were all covered by funds from the MDNR.

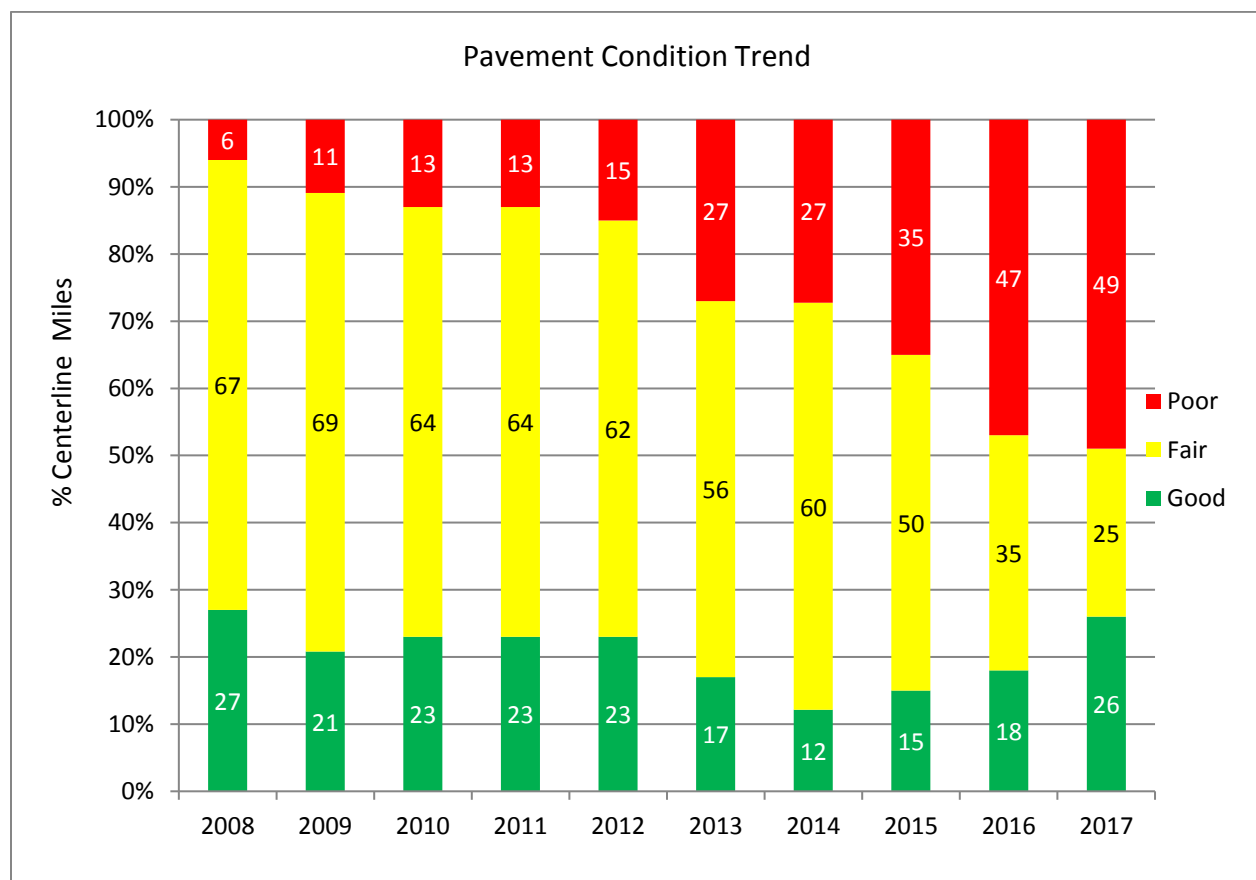
An additional \$696,000 of Federal and State Economic Development D funds were used to chip seal Ellsworth Road, 571 and Cairn Highway along with pavement markings on all Federal aid eligible roads.

County Road Pavement Conditions

The State of Michigan passed legislation that requires the use of an asset management system for public paved road maintenance. The Asset Management Council was established as a result of this legislation. Michigan is recognized nationally as leader in pavement asset management.

Since 2003 we have been evaluating and rating our Federal Aid eligible paved road system in Michigan. Since the start, the ACRC has been involved in this annual rating on the county primary roads and the state highway systems. Chart 6 shows the Federal Aid eligible county primary road pavement condition trends for the last 10 years.

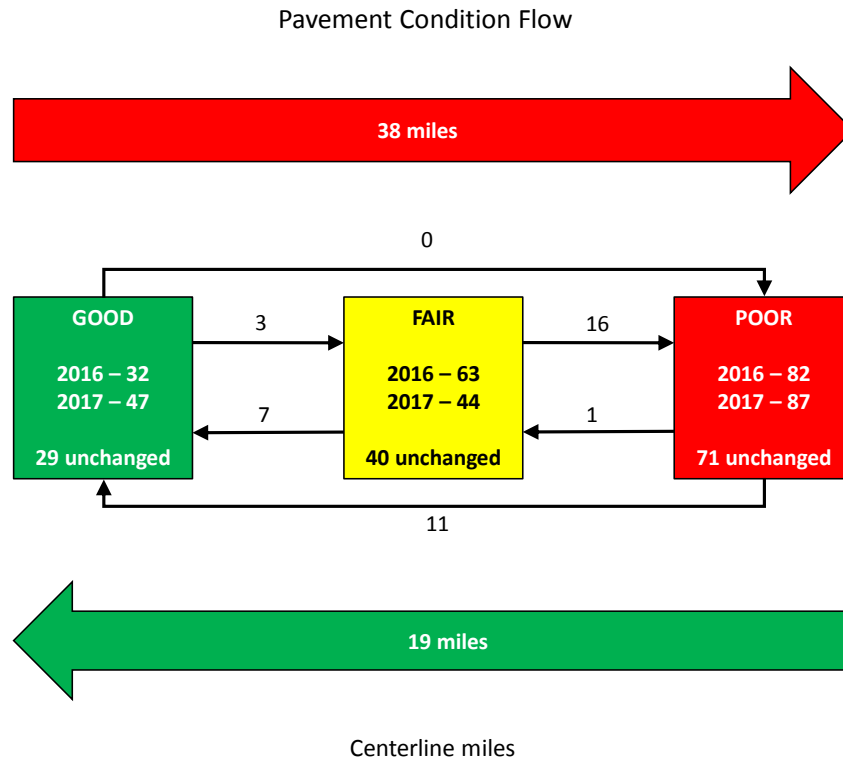
Chart 6 – Federal Aid Eligible Primary County Road Surface Condition Trend



This chart represents 178 centerline miles of primary road, being only the roads that are eligible for federal aid and therefore have been rated every year since 2003. There are 32 miles of primary road that are not federal aid eligible.

Chart 7 below shows the lane miles that have changed from each rating, good, fair or poor, to the next either up or down.

Chart 7 – Federal Aid Eligible Primary County Road Surface Condition Flow

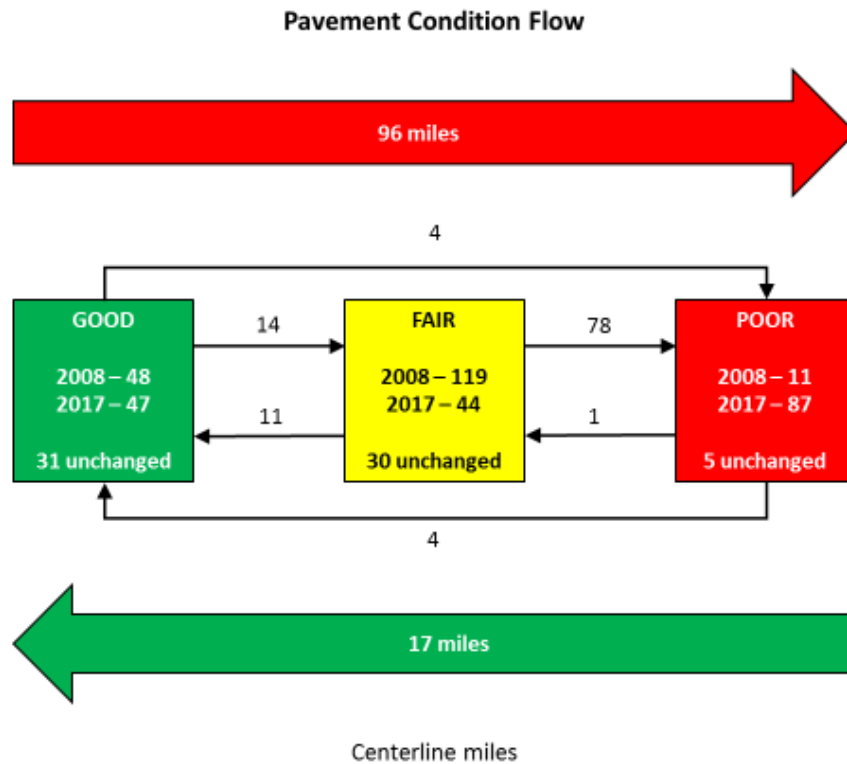


The large red arrow at the top shows the number of lane miles of roads that have dropped in condition between the years 2016 and 2017. About 38 centerline miles of roads have deteriorated, compared to 32 the year prior, while we have only upgraded 19 centerline miles, as shown by the large green arrow at the bottom. The smaller arrows show the exact changes from the different condition ratings.

The net change in pavement condition was a deterioration of almost 19 centerline miles even after an investment of over \$2.3 million. This is a slight improvement over the previous year which was 22 miles of net deterioration. Chart 6 shows the rate of deterioration of our roads continues to increase as has been predicted over the last several years.

Chart 8 below is similar to Chart 7 except this compares the flow of conditions from 2008 through 2017.

Chart 8 – Federal Aid Eligible Primary County Road Surface Condition Flow Past 10 years



Over the last 10 years we have only been able to improve about 17 miles of roads while 96 miles have deteriorated. Note that this chart is only Federal aid eligible county roads and does not include local county roads.

All local and non-Federal aid eligible paved county roads were rated in 2010 and again in 2016. Chart 9 below shows the trend of the pavement conditions in that six year span. Although we see a significant amount of deterioration, we have been able to reduce the percentage of poor pavements. This is attributable to the investments made by the townships. However, the overall trend is a net deterioration and Chart 10 shows this is almost 79 miles.

Chart 9 – Non-Federal Aid Eligible County Road Surface Condition Trend

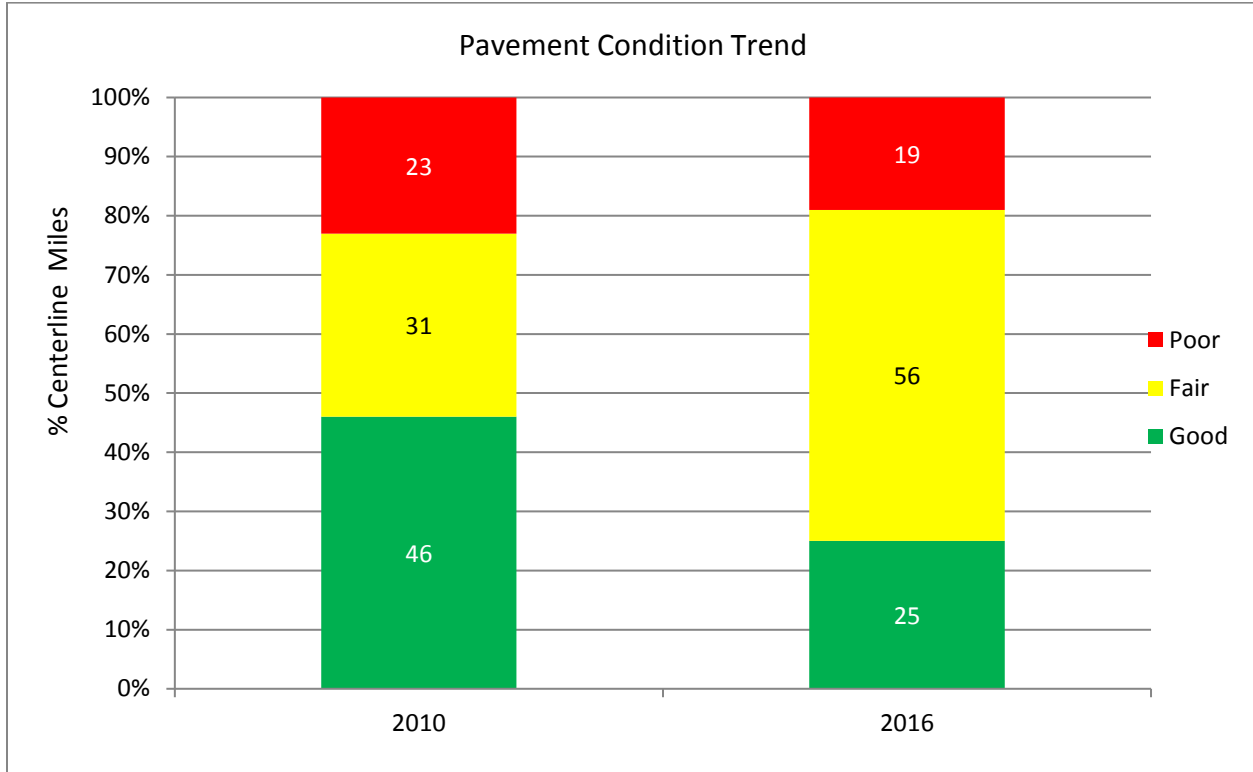
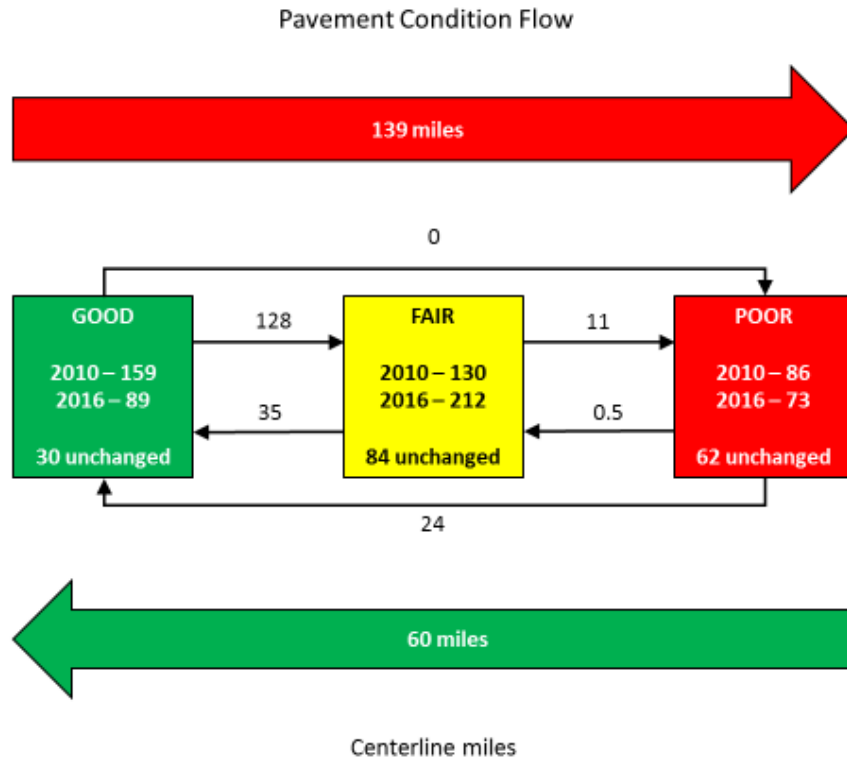


Chart 10 – Non-Federal Aid Eligible County Road Surface Condition Flow

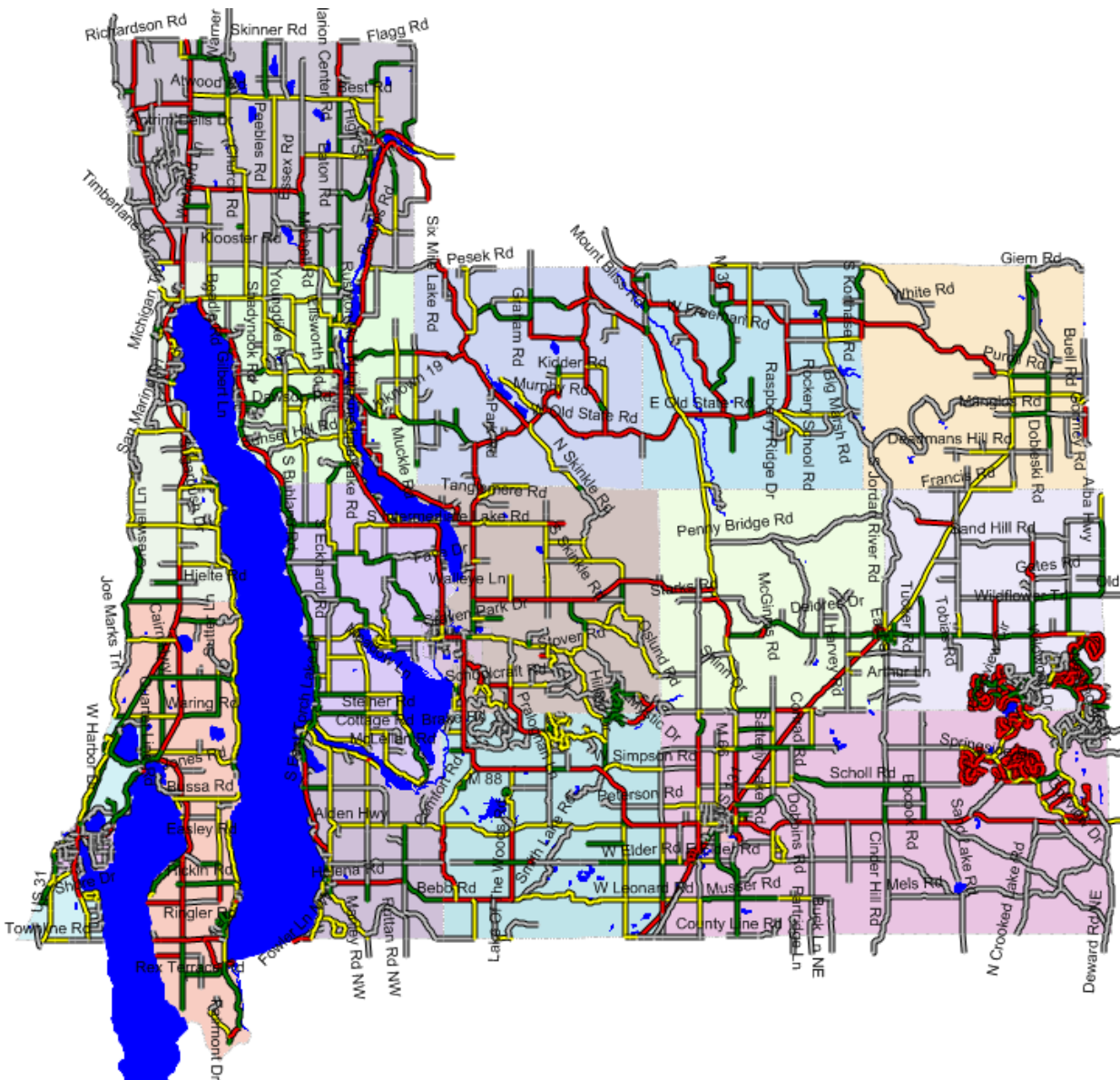


County Road Needs

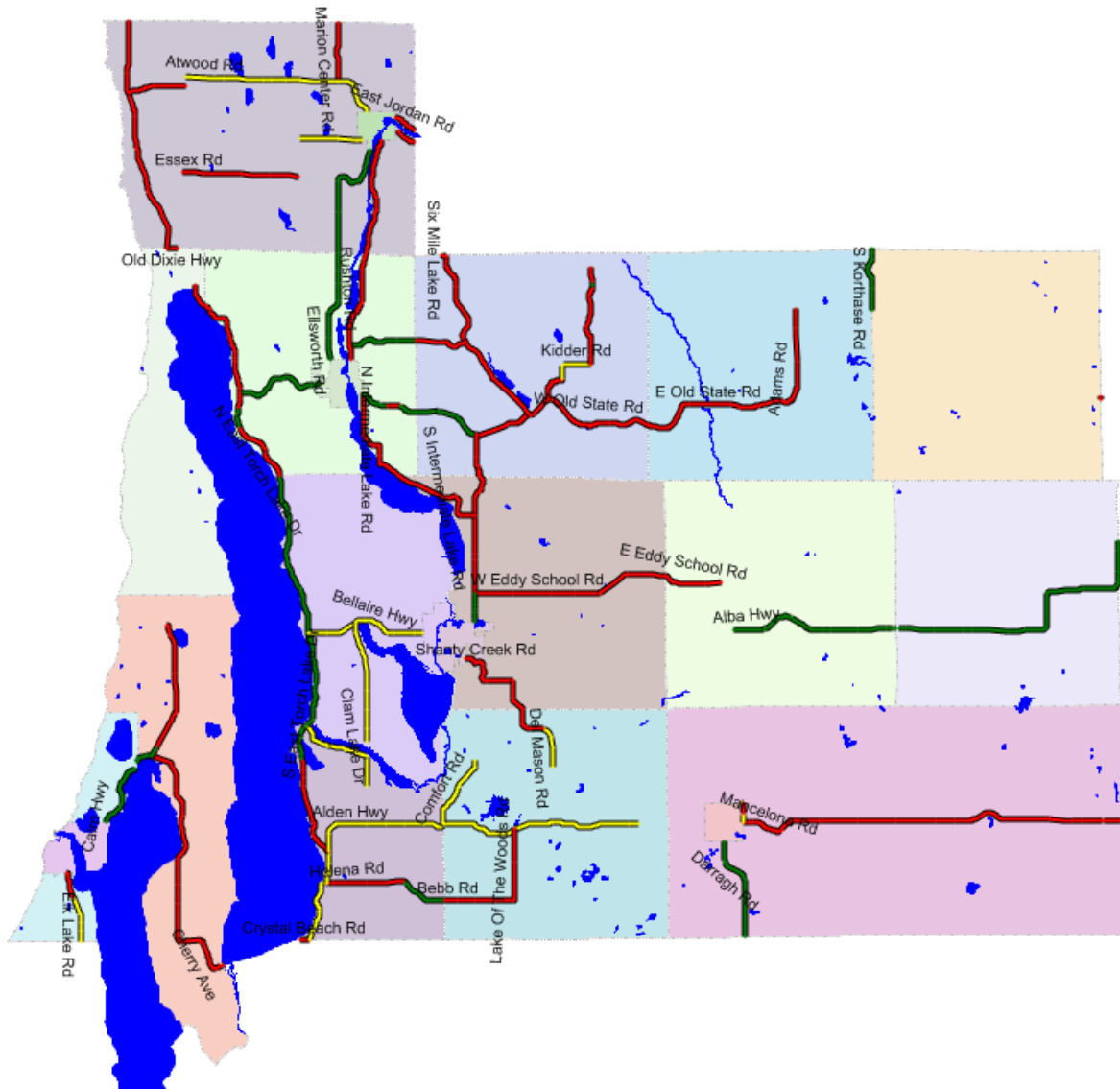


The estimate of needed work on the paved county road system was recently updated and is now over \$47 million. This list of needed work is included in this report as Appendix A. This does not address the needs on the gravel and seasonal roads.

The map below shows the condition of all county roads including those that are federal aid eligible. The green roads are good, yellow is fair and red is poor. This map includes the last rating entered on all paved roads. It is readily apparent the abundance of red, or poor condition.



The map below shows the current condition of federal aid paved roads only. These correlate to the data depicted in Charts 6 and 7.



Facility Needs

The ACRC maintains garages in Mancelona, Central Lake and Kewadin. The administration offices are located at the main garage in Mancelona.

There continues to be a need to replace the truck storage garage in Central Lake where the original building was built in 1940. The current estimate is over \$1 million. There is no definite schedule for this replacement.

All other facilities are in good shape and we continue to perform routine maintenance to keep them in good shape.

Staff

As in previous years, the ACRC employs 34 full time people, 23 truck drivers and equipment operators and three mechanics. This is the minimum efficient winter maintenance crew. There is need for more employees at different times throughout the year and we do supplement with temporary employees, mainly during winter.

Future Funding

Legislation enacted in 2015 which increased fuel taxes and vehicle registration fees resulted in an increase in revenue to the Road Commission of just over \$1 million in 2017 over 2016. This is about a 29% increase in revenue. Referring to Chart 2 on page 5, current revenues are about where they should be had appropriate increases in fuel taxes and registration fees been incrementally increased over time. It is clear that a tremendous amount of revenue could have been collected during the period between 2004 and 2017. During this 12 year span, it is estimated to be \$8.5 million. This lost revenue would have helped tremendously to keep our roads from deteriorating at the excessive rate we are experiencing.

An additional boost from the state occurred this spring in the amount of \$175 million for roads throughout the state. The Road Commission received an additional \$349,000 from this appropriation. This additional revenue enabled us to extend the Alba Highway project from the original planned three miles to the full length between US 131 and M 66.

Current state budget agreements indicate that an additional \$330 million will be used for roads in the next state fiscal year. This is \$180 million more than statute requires and will help to increase road repairs and improvements across the county.

All this is good news for roads but it is still too little too late. Roads in the county will continue to deteriorate faster than we are able to improve them. Expect future pavement ratings to show this trend of deterioration.

Appendix A
Annual Financial Report for 2017
(Act 51 Report)

2017
FISCAL YEAR
ANNUAL FINANCIAL REPORT
BOARD OF COUNTY ROAD COMMISSIONERS

Antrim County

Michigan


Year Ended 2017

The financial report accurately reflects the Revenues and Expenditures of all road work and funds by systems, and conforms with the requirements of Act 51, Public Acts of 1951, as amended

ATTEST



D. E. Farrier
Chief Financial Officer



Glenn Paradis
Chairman

April 18, 2018
Date

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

BALANCE SHEET**Assets****General Operating Fund**

1. Cash	\$1,485,837.54
2. Investments	0.00
3. Accounts Receivable :	
a. Michigan Transportation Fund	695,316.25
b. State Trunkline Maintenance	191,500.45
c. State Transportation Department - Other	391.82
d. Due on County Road Agreement	10,800.00
e. Due on Special Assesment	0.00
f. Sundry Accounts Receivable	63,198.52

Inventories/Pre-Paid Insurance/Other

4. Deferred Expense State Aid	0.00
5. Road Materials	392,738.55
6. Equipment Materials and Parts	119,876.61
7. Prepaid Insurance	44,517.00
8. Deferred Expense - Federal Aid	0.00

9. Other

0.00

10. TOTAL ASSETS**\$3,004,176.74**

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

Liabilities and Fund Balances**Liabilities**

11. Accounts Payable	\$45,223.72
12. Notes Payable (Short Term)	0.00
13. Accrued Liability	37,750.88
14. Advances	323,269.00
15. Deferred Revenue - Special Assessment District	0.00
16. Deferred Revenue - EDF Forest Rd.(E)	51,103.55
17. Deferred Revenue	0.00
18. Other	0.00

Fund Balances

19. Primary Road Fund	887,171.40
20. Local Road Fund	3,145.88
21. County Road Commission Fund	1,656,512.31
22. Total Fund Balances	2,546,829.59

23. TOTAL LIABILITIES AND FUND BALANCES**\$3,004,176.74**

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

CAPITAL ASSETS ACCOUNT GROUP

<u>Assets</u>	(A)	(B)	
24. Land		\$129,859.79	
25. Land Improvements	\$0.00		
25 a.Less: Accumulated Depreciation	0.00	0.00	
26. Depletable Assets	0.00		
26 a.Less: Accumulated Depreciation	0.00	0.00	
27. Buildings	2,482,738.85		
27 a.Less: Accumulated Depreciation	(1,325,490.14)	1,157,248.71	
28. Equipment - Road	8,416,494.97		
28 a.Less: Accumulated Depreciation	(6,407,798.76)	2,008,696.21	
29. Equipment - Shop	261,412.11		
29 a.Less: Accumulated Depreciation	(191,378.78)	70,033.33	
30. Equipment - Engineers	59,014.94		
30 a.Less: Accumulated Depreciation	(55,480.71)	3,534.23	
31. Yard and Storage Equipment	1,017,299.02		
31 a.Less: Accumulated Depreciation	(945,822.29)	71,476.73	
32. Office Equipment and Furniture	149,769.87		
32 a.Less: Accumulated Depreciation	(85,025.95)	64,743.92	
33. Infrastructure	41,639,307.00		
33 a.Less: Accumulated Depreciation	(12,114,135.00)	29,525,172.00	
34. Vehicles	0.00		
34 a.Less: Accumulated Depreciation	0.00	0.00	
35. Construction Work in Progress		0.00	
	36. Total Assets		<u>\$33,030,764.92</u>
<u>Equities</u>			
37. Plant and Equipment Equity			
	37 a.Primary	0.00	
	37 b.Local	0.00	
	37 c.Co. Road Comm.	3,505,592.92	
	37 d.Infrastructure	29,525,172.00	
	38. Total Equities		<u>\$33,030,764.92</u>
<u>Long Term Debt</u>			
39. Bonds Payable (Act 51)		0.00	
40. Notes Payable (Act 143)		0.00	
41. Vested Vacation and Sick Leave Payable		159,573.19	
42. Installment/Lease Purchase Payable		0.00	
43. Other		0.00	
	44. Total Liabilities		<u>\$159,573.19</u>
<u>Fiduciary Fund</u>			
45. Deferred Compensation (Pension) Plan			<u>\$0.00</u>

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

STATEMENT OF REVENUES

	Primary Road Fund (P)	Local Road Fund (L)	Co. Road Comm. Fund (C)	Total (T)
<u>Taxes</u>				
46. County Wide Millage	\$0.00	\$0.00	\$0.00	\$0.00
47. Other	0.00	0.00	0.00	0.00
48. Total Taxes	0.00	0.00	0.00	0.00
<u>Licenses and Permits</u>				
49. Specify	0.00	0.00	65,368.84	65,368.84
<u>Federal Sources</u>				
50. Surface Tran. Program (STP)	576,177.93	0.00	0.00	576,177.93
51. C Funds - Federal	0.00	0.00	0.00	0.00
52. D Funds - Federal	0.00	0.00	0.00	0.00
53. Bridge	0.00	0.00	0.00	0.00
54. High Priority	0.00	0.00	0.00	0.00
55. Other	0.00	0.00	0.00	0.00
56. Total Federal Sources	576,177.93	0.00	0.00	576,177.93
STATE SOURCES				
<u>Michigan Transportation Fund</u>				
57. Engineering	5,927.19	4,072.81		10,000.00
58. Snow Removal	163,710.97	168,292.62		332,003.59
59. Urban Road	0.00	0.00		0.00
60. Allocation	2,626,426.80	1,804,724.58		4,431,151.38
61. Total MTF	2,796,064.96	1,977,090.01		4,773,154.97
<u>Other</u>				
62. Local Bridge	0.00	0.00		0.00
63. Other	0.00	0.00	0.00	0.00
64. Total Other	0.00	0.00	0.00	0.00
<u>Economic Development Fund</u>				
65. Target Industries (A)	0.00	0.00		0.00
66. Urban congestion (C)	0.00	0.00		0.00
67. Rural Primary (D)	119,883.51	0.00		119,883.51
68. Forest Road (E)	0.00	0.00		0.00
69. Urban Area (F)	0.00	0.00		0.00
70. Other	0.00	0.00		0.00
71. Total EDF	119,883.51	0.00		119,883.51
72. Total State Sources	\$2,915,948.47	\$1,977,090.01	\$0.00	\$4,893,038.48

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

STATEMENT OF REVENUES

	Primary Road Fund (P)	Local Road Fund (L)	Co. Road Comm. Fund (C)	Total (T)
Contributions From Local Units				
73. City and Village	\$0.00	\$0.00	\$0.00	\$0.00
74. Township Contr.	396,051.97	1,150,707.60	0.00	1,546,759.57
75. Other	924,994.73	0.00	164,647.82	1,089,642.55
76. Total Contributions	1,321,046.70	1,150,707.60	164,647.82	2,636,402.12
Charges for Service				
77. Trunkline Maintenance	0.00		902,330.24	902,330.24
78. Trunkline Non-maintenance	0.00		52,443.36	52,443.36
79. Salvage Sales	0.00	0.00	3,707.11	3,707.11
80. Other	0.00	0.00	0.00	0.00
81. Total Charges	0.00	0.00	958,480.71	958,480.71
Interest and Rents				
82. Interest Earned	471.55	8.10	2,758.99	3,238.64
83. Property Rentals	0.00	0.00	0.00	0.00
84. Total Interest/Rents	471.55	8.10	2,758.99	3,238.64
Other				
85. Special Assessments	0.00	0.00	0.00	0.00
86. Land and Bldg. Sales	0.00	0.00	0.00	0.00
87. Sundry Refunds	0.00	0.00	0.00	0.00
88. Gain (Loss) Equip. Disp.	0.00	0.00	22,890.00	22,890.00
89. Contributions from Private Sources	0.00	0.00	0.00	0.00
90. Other	0.00	0.00	0.00	0.00
91. Total Other	0.00	0.00	22,890.00	22,890.00
Other Financing Sources				
92. County Appropriation	0.00	0.00	0.00	0.00
93. Bond Proceeds	0.00	0.00	0.00	0.00
94. Note Proceeds	0.00	0.00	0.00	0.00
95. Inst. Purch./Leases	0.00	0.00	0.00	0.00
96. Total Other Fin. Sources	0.00	0.00	0.00	0.00
97. TOTAL REVENUE AND OTHER FINANCING SOURCES	\$4,813,644.65	\$3,127,805.71	\$1,214,146.36	\$9,155,596.72

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

STATEMENT OF EXPENDITURES

	Primary Road Fund (P)	Local Road Fund (L)	Co. Road Comm. Fund (C)	Total (T)
Construction/Capacity Improvement				
98. Roads	\$0.00	\$0.00		\$0.00
99. Structures	0.00	0.00		0.00
100. Roadside Parks	0.00	0.00		0.00
101. Special Assessments	0.00	0.00		0.00
102. Other	0.00	0.00		0.00
103. Total Construction/Cap. Imp.	0.00	0.00		0.00
Preservation - Structural Improvements				
104. Roads	209,637.14	816,120.86		1,025,758.00
105. Structures	1,150,099.51	44,661.97		1,194,761.48
106. Safety Projects	0.00	0.00		0.00
107. Roadside Parks	0.00	0.00		0.00
108. Special Assessments	0.00	0.00		0.00
109. Other	0.00	0.00		0.00
110. Total Preservation - Struct. Imp.	1,359,736.65	860,782.83		2,220,519.48
Maintenance				
111. Roads	1,593,207.29	1,534,708.22		3,127,915.51
112. Structures	8,032.50	3,616.45		11,648.95
113. Roadside Parks	0.00	0.00		0.00
114. Winter Maintenance	625,441.74	642,981.56		1,268,423.30
115. Traffic Control	36,592.16	38,459.73		75,051.89
116. Total Maintenance	2,263,273.69	2,219,765.96		4,483,039.65
117. Total Construction, Preservation And Maintenance.	3,623,010.34	3,080,548.79		6,703,559.13
Other				
118. Trunkline Maintenance	0.00		812,477.24	812,477.24
119. Trunkline Non-maintenance	0.00		52,433.37	52,433.37
120. Administrative Expense	235,546.39	200,278.80		435,825.19
121. Equipment - Net	48,631.43	114,064.57	37,832.84	200,528.84
122. Capital Outlay - Net	0.00	0.00	98,263.39	98,263.39
123. Debt Principal Payment	0.00	0.00	0.00	0.00
124. Interest Expense	0.00	0.00	0.00	0.00
125. Drain Assessment	0.00	0.00	0.00	0.00
126. Other	0.00	0.00	0.00	0.00
127. Total Other	284,177.82	314,343.37	1,001,006.84	1,599,528.03
128. Total Expenditures	\$3,907,188.16	\$3,394,892.16	\$1,001,006.84	\$8,303,087.16

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

STATEMENT OF CHANGES IN FUND BALANCES

	Primary Road Fund (P)	Local Road Fund (L)	Co. Road Comm. Fund (C)	Total (T)
129. Total Revenues And Other Financing Sources	\$4,813,644.65	\$3,127,805.71	\$1,214,146.36	\$9,155,596.72
130. Total Expenditures	3,907,188.16	3,394,892.16	1,001,006.84	8,303,087.16
131. Excess of Revenues Over (Under) Expenditures	906,456.49	(267,086.45)	213,139.52	852,509.56
132. Optional Transfers				
132 a. Primary to Local (50%)	(266,000.00)	266,000.00		0.00
132 b. Local to Primary (15%)	0.00	0.00		0.00
133. Emergency Transfers (Local to Primary)	0.00	0.00		0.00
134. Total Optional Transfers	(266,000.00)	266,000.00		0.00
135. Excess of Revenues and Other Sources Over (Under) Expenditures and Other Uses	640,456.49	(1,086.45)	213,139.52	852,509.56
136. Beginning Fund	246,714.91	4,232.33	1,443,372.79	1,694,320.03
137. Adjustment	0.00	0.00	0.00	0.00
138. Beginning Fund Balance Restated	246,714.91	4,232.33	1,443,372.79	1,694,320.03
139. Interfund Transfer(County to Primary and/or Local)	0.00	0.00	0.00	0.00
140. Ending Fund Balance	\$887,171.40	\$3,145.88	\$1,656,512.31	\$2,546,829.59

Year Ended - 2017

Start: 01/01/2017 **End:** 12/31/2017

EQUIPMENT EXPENSE

Direct Equipment Expense

141. Labor and Fringe Benefits	\$267,305.46
142. Depreciation	<u>718,133.27</u>
143. Other	<u>301,820.77</u>
144. Total Direct	<u>1,287,259.50</u>

145. Indirect Equipment Expense	<u>549,992.01</u>
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Operating Equipment Expense

146. Labor and Fringe Benefits	0.00
147. Operating Expenses	<u>267,066.04</u>
148. Total Operating	<u>\$267,066.04</u>

149. TOTAL EQUIPMENT EXPENSE \$2,104,317.55

Equipment Rental Credits:

	<u>Primary</u>	<u>Local</u>	<u>County</u>	<u>Total</u>
150. Construction/Capacity Improvement	0.00	0.00		0.00
151. Preservation - Structural Improvement	15,304.25	195,629.93		210,934.18
152. Maintenance	446,394.77	887,280.80		1,333,675.57
153. Inventory Operations	0.00	0.00	16,147.70	16,147.70
154. MDOT	0.00		314,198.70	314,198.70
155. Other Reimbursable Charges	0.00	0.00	9,147.38	9,147.38
156. All Other Charges	0.00	0.00	19,685.18	19,685.18
157. Total Equipment Rental Credits	<u>461,699.02</u>	<u>1,082,910.73</u>	<u>359,178.96</u>	<u>1,903,788.71</u>
	(A)	(B)	(C)	(D)
158. (Gain) or Loss on Usage of Equipment				<u>200,528.84</u>

PRORATION OF EQUIPMENT USAGE GAIN OR LOSS

(Net Equipment Expense)

159. Equipment Rental Credits	<u>\$461,699.02</u>	<u>\$1,082,910.73</u>	<u>\$359,178.96</u>	<u>\$1,903,788.71</u>
	(A)	(B)	(C)	(D)
160. Percent of Total	24.25 %	56.88 %	18.87 %	100.00 %
161. Prorated Total Equipment Expense	<u>510,330.45</u>	<u>1,196,975.30</u>	<u>397,011.80</u>	<u>2,104,317.55</u>
162. Prorated Gain/Loss On Usage (Net Equipment Expense)	<u>48,631.43</u>	<u>114,064.57</u>	<u>37,832.84</u>	<u>200,528.84</u>

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

DISTRIBUTIVE EXPENSE - FRINGE BENEFITS

	Total Labor Charge	Distributive Calc.
163. Primary Construction/Cap. Imp.	\$0.00	\$0.00
164. Primary Preservation - Struct Imp.	29,173.36	38,222.85
165. Primary Maintenance	238,907.09	313,015.36
166. Local Construction/Cap. Imp.	0.00	0.00
167. Local Preservation - Struct. Imp.	79,844.84	104,612.47
168. Local Maintenance	330,841.49	433,467.53
169. Inventory	4,291.03	0.00
170. Equipment Expense - Direct	115,706.76	151,598.70
171. Equipment Expense - Indirect	101,270.04	132,683.71
172. Equipment Expense - Operating	0.00	0.00
173. Administration	195,815.50	226,614.63
174. State Trunkline Maintenance	192,789.49	
175. Sundry Account Rec.	18,759.72	
176. Capital Outlay	1,694.73	2,220.44
177. Other	406,542.54	89,730.43
178. Total Payroll	\$1,715,636.59	
179. Less Applicable Payroll	0.00	
180. Total Applicable Labor Cost	\$1,715,636.59	Total Distributive \$1,492,166.12

	709-714 Vacation Holiday Sick Leave Longevity	719 Workers Comp. Insurance	715 - 718 Soc. Sec. Retirement	716 Health Insurance	717 Life and Disability Insurance	720 - 725 Other	Distributive Total Calc.
181. Total Fringe Benefits	\$170,116.21	\$42,920.58	\$909,664.53	\$574,873.28	\$21,052.41	\$0.00	\$1,718,627.01
182. Less: Benefits Recovered	(22,415.96)	(5,655.58)	(119,865.12)	(75,750.19)	(2,774.04)	0.00	(226,460.89)
183. Less: Refunds	0.00	0.00	0.00	0.00	0.00	0.00	0.00
184. Benefits to be Distributed	147,700.25	37,265.00	789,799.41	499,123.09	18,278.37	0.00	1,492,166.12
185. Applicable Labor Cost	965,924.52	1,161,740.02	1,161,740.02	1,161,740.02	1,161,740.02	0.00	
186. Factor	0.152911	0.032077	0.679842	0.429634	0.015734	0.000000	1.310198

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

DISTRIBUTIVE EXPENSE - OVERHEAD
Account No. 705 - 957

	Cost of Operations	Distributed Total
187. Primary Construction/Cap. Imp.	\$0.00	\$0.00
188. Primary Preservation - Struct Imp.	1,353,550.92	6,185.73
189. Primary Maintenance	2,252,977.58	10,296.11
190. Local Construction/Cap. Imp.	0.00	0.00
191. Local Preservation - Struct. Imp.	856,866.95	3,915.88
192. Local Maintenance	2,209,681.25	10,084.71
193. Other	0.00	0.00
194. TOTAL	\$6,673,076.70	\$30,482.43

	790 Small Road Tools	791 Inventory Adjustment	882 Liability	716 Health Insurance	Other	Total
195. Expenses Distributed	6,185.60	(108,136.53)	(35,162.00)	159,795.41	7,799.95	\$30,482.43
196. Applicable Operation Cost	6,673,076.70	6,673,076.70	6,673,076.70	6,673,076.70	6,673,076.70	
197. Factor	0.000927	(0.016205)	(0.005269)	0.023946	0.001169	\$0.004568

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

ANALYSIS OF CONSTRUCTION AND MAINTENANCE

Optional for noncontract counties

	Performed by County		Performed by Contractor		Totals	
	<u>Primary</u>	<u>Local</u>	<u>Primary</u>	<u>Local</u>	<u>Primary</u>	<u>Local</u>
198. Constr/Cap. Imp.	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
199. Preser - Struct. Imp.	33,955.14	220,101.86	1,325,781.51	640,680.97	1,359,736.65	860,782.83
200. Special Assessment	0.00	0.00	0.00	0.00	0.00	0.00
201. Maintenance	1,425,919.69	1,815,356.96	837,354.00	404,409.00	2,263,273.69	2,219,765.96
202. Total	<u>\$1,459,874.83</u>	<u>\$2,035,458.82</u>	<u>\$2,163,135.51</u>	<u>\$1,045,089.97</u>	<u>\$3,623,010.34</u>	<u>\$3,080,548.79</u>

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

ANALYSIS OF ACCOUNTS RECEIVABLE

Optional for noncontract counties

	Trunkline Maintenance	MDOT Other
203. Labor	\$182,674.18	\$10,114.71
204. Fringe Benefits	191,808.49	10,621.07
205. Equipment Rental	294,157.54	20,041.16
206. Materials	61,815.38	7,549.37
207. Handling Charges	0.00	0.00
208. Overhead	82,021.65	4,107.06
209. Other	0.00	0.00
210. Total Charges for Current Yea	\$812,477.24	\$52,433.37
211. Beginning Balance	217,093.41	709.16
212. Sub-Total	1,029,570.65	53,142.53
213. Less Credits	(838,070.20)	(52,750.71)
214. Ending Balance	\$191,500.45	\$391.82

Year Ended - 2017

Start: 01/01/2017 **End:** 12/31/2017

SCHEDULE OF CAPITAL OUTLAY

215. Land and Improvements (971 - 974)	\$0.00
216. Buildings (975)	0.00
217. Equipment Road (976, 981)	865,269.15
218. Equipment Shop (977)	0.00
219. Equipment Engineers (978)	0.00
220. Yard and Storage Equipment (979)	0.00
221. Equipment Office (980)	45,618.16
222. Depletable Assets (987)	0.00
223. Total Capital Outlay:	<u>\$910,887.31</u>

	<u>Primary</u>	<u>Local</u>	<u>County</u>	<u>Total</u>
224. Total Capital Outlay:	0.00	0.00	910,887.31	910,887.31
225. Less: Equipment Retirements 689	0.00	0.00	0.00	0.00
226. Sub-total	0.00	0.00	910,887.31	910,887.31
227. Less: Depreciation and Depletion 968	0.00	0.00	(812,623.92)	(812,623.92)
228. Net Capital Outlay Expenditure	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$98,263.39</u>	<u>\$98,263.39</u>

DISTRIBUTION OF GAIN OR LOSS ON DISPOSAL OF ASSETS

	<u>Primary</u>	<u>Local</u>	<u>County</u>	<u>Total</u>
229. Beginning Capital Asset Balance				
Prior Year's Report (Pg. 2)	0.00	0.00	3,407,329.53	3,407,329.53
230. Percentage of Total	0.00 %	0.00 %	100.00 %	100.00 %
231. Gain or (loss) on disposal of assets 693	<u>0.00</u>	<u>0.00</u>	<u>22,890.00</u>	<u>22,890.00</u>

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

MAINTENANCE EXPENDITURES - 90% OF MTF RETURNS

(For Compliance with Section 12(16) of Act 51)

	Primary Road Fund	Local Road Fund	Total
232. Michigan Transportation Fund (MTF) Returns			<u>\$4,773,154.97</u>
<u>DEDUCTIONS</u>			
233. Administrative Expense (from Page 5 Expenditures)			<u>435,825.19</u>
234. Total Capital Outlay (from Capital Outlay)			<u>910,887.31</u>
235. Debt Principal Payment (from Page 5 Expenditures)			<u>0.00</u>
236. Interest Expense (from Page 5 Expenditures)			<u>0.00</u>
236 a. Total Deductions			<u>1,346,712.50</u>
236 b. Adjusted MTF Returns			<u>3,426,442.47</u>
237. Preser - Struct Imp (from Page 5 Expenditures)	<u>\$1,359,736.65</u>	<u>\$860,782.83</u>	<u>2,220,519.48</u>
238. Routine Maintenance (from Page 5 Expenditures)	<u>2,263,273.69</u>	<u>2,219,765.96</u>	<u>4,483,039.65</u>
239. Less Federal Aid for Preser - Struct Imp	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
240. TOTAL RD EXPENSE (Excluding Fed Aid)	<u>3,623,010.34</u>	<u>3,080,548.79</u>	<u>6,703,559.13</u>
241. 90% of Adjusted MTF Returns			<u>3,083,798.22</u>

Year Ended - 2017

Start: 01/01/2017 **End:** 12/31/2017

**TEN YEARS OF QUALIFIED EXPENDITURES
FOR NON MOTORIZED IMPROVEMENTS**
(for Compliance with Section 10K of Act 51)

Fiscal Year	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Expenditures (\$)	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>68,000.00</u>	<u>0.00</u>
Fiscal Year	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Expenditures (\$)	<u>80,000.00</u>	<u>322,701.65</u>	<u>0.00</u>	<u>49,000.00</u>	<u>0.00</u>
242. TOTAL					<u>\$519,701.65</u>

Total must equal or exceed 1% of your Fiscal Year MTF returns multiplied by 10

$$\underline{4,773,154.97} \times .10 = \underline{477,315.50}$$

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

INDIRECT EQUIPMENT AND STORAGE EXPENSE
Activity 511

Account Number	Account Name	Amount Recorded
707	Wages - Shop and Garage	\$101,270.04
712-724	Fringe Benefits - Shop Employees	132,683.71
721	Drug Testing	3,223.25
728	Office Supplies - Shop	0.00
731	Janitor Supplies - Shop	4,465.11
733	Welding Supplies	4,073.20
734	Safety Supplies - Shop	0.00
736	Tire Shop Supplies	0.00
737	Shop Supplies	18,768.91
791	Equipment Material/Parts Inventory Adjustment	0.00
801	Contractual Services - Shop	0.00
805	Health Services	0.00
806	Laundry Services	11,232.23
807	Data Processing - Shop	0.00
810	Education Expense - Shop	711.25
850-859	Communications - Shop	4,059.10
861	Travel and Mileage - Shop Employees	0.00
862	Freight Costs	9.97
875	Insurance - Shop Buildings	37,726.10
876	Insurance - Boiler and Machine	0.00
878	Insurance - Fleet	43,064.00
883	Insurance - Underground Tank	0.00
921-923	Utilities - Shop and Storage Buildings	46,106.70
931	Buildings Repairs and Maintenance	38,557.04
932	Yard and Storage Repairs and Maintenance	12,964.83
933	Shop Equipment Repairs and Maintenance	314.33
934	Office Equipment Repairs and Maintenance	0.00
941	Equipment Rental - Shop Pickup/Wrecker	0.00
944-947	Underground Storage Tank Expense	0.00
956	Safety Expense - Shop	8,203.39
968	Depreciation - Shop Building	55,304.40
968	Depreciation - Storage Building	7,885.23
968	Depreciation - Shop Equipment	10,459.25
968	Depreciation - Stockroom Expense	0.00
707	Other:	8,909.97
	243. TOTAL	\$549,992.01

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

ADMINISTRATIVE EXPENSE SCHEDULE AND ALLOCATION

(for Compliance with Section 14(4) of Act 51)

Account Number	Account Name	Amount Recorded
703-708	Salaries and Wages	\$194,814.09
709-714	Administrative Leave	0.00
724	Fringe Benefits	226,614.63
727	Postage	1,312.59
728	Office Supplies	4,598.54
730	Dues and Subscriptions	14,060.63
801	Contractual Services	0.00
803	Legal Services	4,600.25
804	Auditing and Accounting Services	6,027.29
807	Data Processing	11,712.93
810	Education	3,246.41
850-853	Communications	5,371.40
861	Travel and Mileage	11,991.30
862	Freight	0.00
873	Public Relations	0.00
874	Advertising	86.95
875	Insurance - Building and Contents	0.00
876	Insurance - Boiler and Machinery	0.00
877	Insurance - Bonds	0.00
880	Insurance - Umbrella	0.00
881	Insurance - Errors and Omissions	0.00
882	Insurance - General Liability	0.00
920-923	Utilities	4,103.22
931	Building Repair/Maintenance	908.30
934	Office Equipment Repair/Maintenance	0.00
942	Building Rental	0.00
955-956	Miscellaneous	14,116.75
966-967	Overhead	0.00
968	Depreciation - Buildings	0.00
968	Depreciation - Engineering Equipment	1,558.80
968	Depreciation - Office Equipment and Furniture	19,282.97
	Other:	2,485.36
	244. TOTAL	\$526,892.41
Less: Credits to Administrative Expense		
646	Handling Charges on Materials Sold	(4,019.00)
629	Overhead - State Trunkline Maintenance	(86,128.71)
691	Purchase Discounts	(919.51)
	Other:	0.00
	Total Credits to Administrative Expense	\$(91,067.22)
	245. Net Administrative Expense	\$435,825.19

Year Ended - 2017

Start: 01/01/2017 **End:** 12/31/2017

Forest Road Report

This information is required by Act 231, P.A. of 1987, as amended.

Road Name

Location

Amount Spent (\$)

Project Type

246. Total

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

**CONSTRUCTION / CAPACITY IMPROVEMENTS / STRUCTURAL IMPROVEMENTS
Summary**

CONSTRUCTION / CAPACITY IMPROVEMENTS

	Primary System		Local System	
	*Unit	Expenditures	*Unit	Expenditures
ROADS				
247. New Construction, New Location	0.00 mi.	x \$0.00	0.00 mi.	\$0.00
248. Widening	0.00 mi.	0.00	0.00 mi.	0.00
BRIDGES				
249. New Location	0.00 ea.	0.00	0.00 ea.	0.00
250. TOTAL CONSTRUCTION/CAPACITY IMP		\$0.00		\$0.00

PRESERVATION - STRUCTURAL IMPROVEMENTS

	Primary System		Local System	
	*Unit	Expenditures	*Unit	Expenditures
ROADS				
251. Reconstruction	1.54 mi.	x \$30,849.52	0.00 mi.	\$0.00
252. Resurfacing	1.90 mi.	178,787.62	3.02 mi.	281,561.27
253. Gravel Surfacing	0.00 mi.	0.00	3.44 mi.	288,117.23
254. Paving Gravel Roads	0.00 mi.	0.00	1.29 mi.	246,442.36
SAFETY PROJECTS				
255. Intersection Improvements	0.00 ea.	0.00	0.00 ea.	0.00
256. Railroad Crossing Improvements	0.00 ea.	0.00	0.00 ea.	0.00
257. Other	0.00 ea.	0.00	0.00 ea.	0.00
MISCELLANEOUS				
258. Roadside Parks	0.00 ea.	0.00	0.00 ea.	0.00
259. Other	0.00 ea.	0.00	0.00 ea.	0.00
260. Subtotals		209,637.14		816,120.86
BRIDGES				
261. Replacement	1.00 ea.	1,150,099.51	0.00 ea.	0.00
262. Recondition or Repair	0.00 ea.	0.00	1.00 ea.	44,661.97
263. Replace with Culvert	0.00 ea.	0.00	0.00 ea.	0.00
264. Bridge Subtotals		1,150,099.51		44,661.97
265. TOTAL PRESERVATION - STRUCT IMP		\$1,359,736.65		\$860,782.83

*All Units are to be reported in the Fiscal Year that the project is opened for use.

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

SCHEDULE OF TOWNSHIP MILEAGE AND POPULATION

Township	Local Roads			Primary Roads				
	Total Local (mi)	Local Urban (mi)	Funds Received (\$)	Total Primary (mi)	Primary Urban (mi)	Funds Received (\$)	Population Outside Municipalities	Funds Received (\$)
BANKS	56.58	0.00	128,945.82	28.14	0.00	58,446.78	1,260	20,412.00
CENTRAL LAKE	37.13	0.00	84,619.27	20.11	0.00	41,768.47	1,246	20,185.20
CHESTONIA	32.30	0.00	73,611.70	5.94	0.00	12,337.38	511	8,278.20
CUSTER	45.41	0.00	103,489.39	14.93	0.00	31,009.61	1,136	18,403.20
ECHO	27.67	0.00	63,059.93	22.23	0.00	46,171.71	877	14,207.40
ELK RAPIDS	8.94	0.00	20,374.26	5.28	0.00	10,966.56	989	16,021.80
FOREST HOME	32.25	0.00	73,497.75	20.96	0.00	43,533.92	1,177	19,067.40
HELENA	25.40	0.00	57,886.60	17.16	0.00	35,641.32	1,001	16,216.20
JORDAN	28.79	0.00	65,612.41	10.95	0.00	22,743.15	992	16,070.40
KEARNEY	44.17	0.00	100,663.43	14.47	0.00	30,054.19	1,222	19,796.40
MANCELONA	145.74	0.00	332,141.47	17.64	0.00	36,638.28	3,010	48,762.00
MILTON	47.89	0.00	109,141.31	17.70	0.00	36,762.90	2,204	35,704.80
STAR	76.38	0.00	174,070.01	8.15	0.00	16,927.55	926	15,001.20
TORCH LAKE	19.36	0.00	44,121.44	5.05	0.00	10,488.85	1,194	19,342.80
WARNER	34.94	0.00	79,628.26	1.72	0.00	3,572.44	416	6,739.20
266. Totals	662.95	0.00	\$1,510,863.05	210.43	0.00	\$437,063.11	18,161	\$294,208.20

Local Road Rate Per Mile	<u>2279</u>	Primary Road Rate Per Mile	<u>2077</u>
Local Urban Road Rate Per Mile	<u>1982</u>	Primary Urban Road Rate Per Mile	<u>11891</u>
Population Rate Per Capita	<u>16.2</u>		

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

SCHEDULE OF TOWNSHIP EXPENDITURES AND CONTRIBUTIONS
Expenditures

Township	Construction/ Capacity Improvement (\$)	Preservation - Struct Improvement (\$)	Total (\$)	Township Contributions* (\$)
BANKS	0.00	130,590.71	130,590.71	122,541.53
CENTRAL LAKE	0.00	100,569.96	100,569.96	150,262.09
CHESTONIA	0.00	40,885.72	40,885.72	36,247.22
CUSTER	0.00	110,672.20	110,672.20	108,603.95
ECHO	0.00	77,830.81	77,830.81	43,200.00
ELK RAPIDS	0.00	25,075.94	25,075.94	65,520.93
FOREST HOME	0.00	52,431.78	52,431.78	392,777.77
HELENA	0.00	83,921.23	83,921.23	73,851.30
JORDAN	0.00	0.00	0.00	58,079.18
KEARNEY				
MANCELONA	0.00	133,812.12	133,812.12	134,963.28
MILTON	0.00	230,115.53	230,115.53	232,556.85
STAR	0.00	39,852.00	39,852.00	98,275.74
TORCH LAKE				
WARNER	0.00	0.00	0.00	29,879.73
267. Totals	\$0.00	\$1,025,758.00	\$1,025,758.00	\$1,546,759.57

*The Township Contributions Totals and the Funds expended for Construction and Preservation amount may not balance. The Township Contributions list all funds contributed by each township and will balance back to the amount reported on the Statement of Revenues, Line 74, Township Contributions.

The total funds expended are for Construction and Preservation only. They do not contain funds expended for Routine Preventative Maintenance.

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

ASSET MANAGEMENT
Projects Completed During the County Fiscal Year

Work Type: Add 6" Afton Stone 23A

<u>Project ID/Name</u>	<u>Total Project Cost</u>	<u>Date Open to Traffic</u>	<u>Pavement Type</u>
489.1729	66,141.00	10/16/2017	Gravel
489.1735	19,553.00	08/29/2017	Gravel

Work Type: Chip seal CM 90 + fog seal

<u>Project ID/Name</u>	<u>Total Project Cost</u>	<u>Date Open to Traffic</u>	<u>Pavement Type</u>
474.1704-133191A	137,190.00	08/21/2017	Asphalt

Work Type: Chip seal CM 90 + fog seal + crack fill

<u>Project ID/Name</u>	<u>Total Project Cost</u>	<u>Date Open to Traffic</u>	<u>Pavement Type</u>
474.1704-127114A	149,039.00	08/21/2017	Asphalt
474.1704-127115A	313,189.00	08/21/2017	Asphalt
474.1708	237,939.00	09/01/2017	Asphalt
504.1714	125,872.00	08/29/2017	Asphalt
504.1718	29,950.00	08/08/2017	Asphalt
504.1720	18,852.00	08/08/2017	Asphalt
504.1722	30,786.00	09/01/2017	Asphalt
504.1724	33,787.00	09/01/2017	Asphalt
504.1726	63,347.00	08/02/2017	Asphalt
504.1728	68,628.00	08/04/2017	Asphalt
504.1730	26,248.00	09/01/2017	Asphalt
504.1732	6,952.00	09/01/2017	Asphalt

Work Type: Mill 2" & pave 2" HMA (220) 4E1

<u>Project ID/Name</u>	<u>Total Project Cost</u>	<u>Date Open to Traffic</u>	<u>Pavement Type</u>
459.1707	82,057.00	06/14/2017	Asphalt

Year Ended - 2017

Start: 01/01/2017 End: 12/31/2017

Work Type: Overlay - 2" HMA (220) 4E1

<u>Project ID/Name</u>	<u>Total Project Cost</u>	<u>Date Open to Traffic</u>	<u>Pavement Type</u>
489.1719-A	49,235.00	09/15/2017	Asphalt
489.1723	80,550.00	08/03/2017	Asphalt

Work Type: Overlay - wedge + 1.5" (165) 4E1

<u>Project ID/Name</u>	<u>Total Project Cost</u>	<u>Date Open to Traffic</u>	<u>Pavement Type</u>
459.1703	93,625.00	09/01/2017	Asphalt
489.1719-B	49,235.00	09/15/2017	Asphalt
489.1733	98,572.00	09/21/2017	Asphalt

Work Type: Pave gravel - 6" 22A, 220 PSY 4E1

<u>Project ID/Name</u>	<u>Total Project Cost</u>	<u>Date Open to Traffic</u>	<u>Pavement Type</u>
489.1725	106,462.00	09/08/2017	Asphalt
489.1731-B	88,546.00	09/19/2017	Asphalt

Appendix B
Basic Financial Statements for 2017
(Audit)

Antrim County Road Commission

BASIC FINANCIAL STATEMENTS

December 31, 2017

ANTRIM COUNTY ROAD COMMISSION

BOARD OF COUNTY ROAD COMMISSIONERS

Glenn Paradis
Chairman

Fredrick Hunt Jr.
Vice Chairman

Godfrey Hoogerhyde
Commissioner

Burt R. Thompson, P.E.
Engineer/Manager

Dale E. Farrier
Office Manager

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ANDERSON, TACKMAN & COMPANY, PLC
CERTIFIED PUBLIC ACCOUNTANTS

KINROSS OFFICE

SUE A. BOWLBY, CPA, PRINCIPAL
KENNETH A. TALSMA, CPA, PRINCIPAL
AMBER N. MACK, CPA, PRINCIPAL

PHILLIP J. WOLF, CPA

MEMBER AICPA
DIVISION FOR CPA FIRMS

MEMBER MACPA

OFFICES IN
MICHIGAN & WISCONSIN

INDEPENDENT AUDITOR'S REPORT

Board of County Road Commissioners
Antrim County Road Commission
Mancelona, Michigan 49659

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities and major fund of the Antrim County Road Commission (a component unit of Antrim County, Michigan) as of and for the year ended December 31, 2017, and related notes to the financial statements, which collectively comprise the Road 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 opinions 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 from 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 opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and major fund of the Antrim County Road Commission, as of December 31, 2017, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedule of funding progress, budgetary comparison schedules on pages 4 through 9, pages 32 through 34 and pages 35 through 36 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 supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquires 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 Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Antrim County Road Commission's basic financial statements. The schedules of analysis are presented for purposes of additional analysis and are not a required part of the financial statements.

The schedules of analysis are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such 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 schedules are 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 April 19, 2018 on our consideration of the Antrim County Road Commission'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 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 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 Antrim County Road Commission's internal control over financial reporting and compliance.



Anderson, Tackman & Company, PLC
Certified Public Accountants
Kincheloe, Michigan

April 19, 2018

Management's Discussion and Analysis

Using This Annual Report

Our discussion and analysis of Antrim County Road Commission's financial performance provides an overview of the Road Commission's financial activities for the calendar year ended December 31, 2017. This annual report consists of a series of financial statements. The Statement of Net Position and the Statement of Activities provide information about the activities of the Road Commission and present a longer-term view of the Road Commission's finances. Fund financial statements tell how these services were financed in the short-term, as well as what remains for future spending. Fund financial statements also report the road commission's operations in more detail than a government-wide financial statement.

Overview of the Financial Statements

This annual report consists of five parts—management's discussion and analysis (this section), the basic financial statements, notes to financial statements, required supplementary information, and other information that presents the operating fund allocated between primary, local and county funds. The basic financial statements include two types of statements that present different views of the Road Commission:

The first two statements are government-wide financial statements that provide both long-term and short-term information about the Road Commission's overall financial status. These statements report information about the Road Commission as a whole using accounting methods similar to those used by private-sector companies. The Statement of Net Position includes all of the government's assets, outflows, liabilities and inflows. All of the current year's revenues and expenses are accounted for in the Statement of Activities regardless of when cash is received or paid. The two government-wide statements report the Road Commission's net position and how they have changed. "Net Position" is the difference between the assets, deferred outflows, liabilities and deferred inflows. This is one way to measure the Road Commission's financial health or position.

The remaining statements are fund financial statements that focus on individual funds; reporting the operations in more detail than the government-wide statements.

Reporting the Road Commission as a Whole

Government-Wide Statements

The Statement of Net Position and the Statement of Activities report information about the Road Commission, as a whole, and about its activities in a way that helps answer the question of whether the Road Commission, as a whole, is better off or worse off as a result of the year's activities. The Statement of Net Position includes all of the Road Commission's assets, deferred outflows, liabilities and deferred inflows using the accrual basis of accounting, which is similar to the accounting method used by most private-sector companies. All of the current year's revenues and expenses are accounted for in the Statement of Activities regardless of when cash is received or paid.

The two statements, mentioned above, report the road commission's net position and how they have changed. The reader can think of the Road Commission's net position as one way to measure the Road Commission's financial health or financial position. Over time, increases or decreases in the road commission's net position is one indicator of whether its financial health is improving or deteriorating, respectively. To assess the overall health of the Road Commission you need to consider additional nonfinancial factors such as changes in the county's property tax base, the condition of the Road Commission's roads, and changes in the law related to the gas taxes and its distribution.

Fund Financial Statements

The Road Commission currently has only one fund, the general operations fund. All of the Road Commission's activities are accounted for in this fund. The general operations fund is a governmental fund type. Our analysis of the Road Commission's major fund begins on this page. The fund financial statements begin on page 12 and provide detailed information about the major fund.

Governmental funds focus on how money flows into and out of this fund and the balances left at year end that are available for spending. This fund is reported using an accounting method called modified accrual accounting, which measures cash and all other financial assets that can readily be converted to cash. The governmental fund statements provide a detailed short-term view of the Road Commission's general governmental operations and the basic service it provides. Governmental fund information helps the reader to determine whether there are more or fewer financial resources that can be spent in the near future to finance the Road Commission's services. We describe the relationship (or differences) between governmental activities (reported in the Statement of Net Position and the Statement of Activities) and the governmental fund in a reconciliation following the fund financial statements.

The Road Commission as a Whole

The Road Commission's net position was \$28,656,668 at December 31, 2017, a 6.96% increase over 2016. The net position is summarized below.

Net Position

Restricted net position is those assets that have constraints placed on them by either: a) by creditors, grantors, contributors, or laws or regulations of other governments; or b) by law through constitutional provisions or enabling legislation. Enabling legislation authorizes the government to assess, levy, charge or otherwise mandate payment of resources and includes a legally enforceable requirement that those resources be used for only the specific purpose stipulated in the legislation. As such all assets (except for assets invested in capital assets) are considered restricted.

The net investment in capital assets was \$33,030,767 at December 31, 2017 and \$31,961,111 at December 31, 2016.

Net position as of years ended December 31, 2016 and 2017 are as follows:

	<u>2016</u>	<u>2017</u>
Current and Other Assets	\$ 2,087,894	\$ 3,004,177
Capital Assets	<u>31,961,111</u>	<u>33,030,767</u>
Total Assets	<u>34,049,005</u>	<u>36,034,944</u>
Deferred Outflows of Resources	<u>649,218</u>	<u>366,139</u>
Current Liabilities	393,574	406,243
Other Liabilities	<u>7,339,301</u>	<u>7,143,491</u>
Total Liabilities	<u>7,732,875</u>	<u>7,549,734</u>

The Road Commission as a Whole (Continued)

	<u>2016</u>	<u>2017</u>
Deferred Inflows of Resources	<u>172,149</u>	<u>194,681</u>
Net Position:		
Investment in Capital Assets	31,961,111	33,030,767
Unrestricted	<u>(5,167,912)</u>	<u>(4,374,099)</u>
Total Net Position	<u>\$ 26,793,199</u>	<u>\$ 28,656,668</u>

A summary of changes in net position for the years ended December 31, 2016 and 2017 follows:

	<u>2016</u>	<u>2017</u>
Program Revenues		
Charges for Services	\$ 996,121	\$ 1,023,849
Operating Grants, Capital Grants and Contributions	5,346,769	8,105,620
Interest Earnings and Other	<u>47,894</u>	<u>26,128</u>
Total Revenues	<u>6,390,784</u>	<u>9,155,597</u>
Program Expenses		
Primary Roads		
Maintenance	1,999,890	2,863,277
Local Roads		
Maintenance	2,635,897	2,868,890
State Trunkline	873,800	864,910
Equipment	31,481	200,529
Administrative and Other	<u>571,278</u>	<u>494,522</u>
Total Expenses	<u>6,112,346</u>	<u>7,292,128</u>
Changes in Net Position	278,438	1,863,469
Net Position – Beginning	<u>26,514,761</u>	<u>26,793,199</u>
Net Position – Ending	<u>\$ 26,793,199</u>	<u>\$ 28,656,668</u>

The Road Commission's Fund

The Road Commission's general operations fund is used to control the expenditures of Michigan Transportation Fund monies distributed to the county which are earmarked by law for road and highway purposes.

A summary of changes in Operating Fund for the years ended December 31, 2016 and December 31, 2017 is as follows:

	<u>2016</u>	<u>2017</u>
Revenues:		
Licenses and Permits	\$ 44,545	\$ 65,369
Federal Sources	610,519	576,178
State Sources	4,015,672	4,893,039
Contributions from Local Units	979,149	2,636,403
Charges for Services	951,576	958,480
Interest Earnings and Rent	2,047	3,238
Gain (Loss) on Disposal	<u>45,847</u>	<u>22,890</u>
Total Revenues	<u>6,649,355</u>	<u>9,155,597</u>
Expenditures:		
Public Works	7,160,272	8,204,824
Capital Outlay	<u>123,549</u>	<u>98,263</u>
Total Expenditures	<u>7,283,821</u>	<u>8,303,087</u>
Excess of Revenues Over (Under) Expenditures	(634,466)	852,510
Fund Balance – January 1	<u>2,328,786</u>	<u>1,694,320</u>
Fund Balance – December 31	<u>\$ 1,694,320</u>	<u>\$ 2,546,830</u>

Budgetary Highlights

Prior to the beginning of any year, the Road Commission's budget is compiled based upon certain assumptions and facts available at that time. During the year, the Road Commission board acts to amend its budget to reflect changes in these original assumptions, facts and/or economic conditions that were unknown at the time the original budgets were compiled. In addition, by policy, the board reviews and authorizes large expenditures when requested throughout the year.

The final amended revenue budget for 2017 was less than actual revenues by \$529,489. This was primarily due to an increase in charges for services and federal sources.

The final amended expenditure budget for 2017 was \$436,587 under the actual expenditures primarily due to primary road maintenance costs.

Capital Asset and Debt Administration

Capital Assets

As of December 31, 2016 and 2017, the Road Commission had \$31,961,111 and \$33,030,767, respectively invested in capital assets as follows:

	<u>2016</u>	<u>2017</u>
Capital Assets Not Being Depreciated		
Land and Improvements	\$ 129,860	\$ 129,860
Infrastructure and Land Improvements	<u>16,632,080</u>	<u>16,813,317</u>
Total Capital Assets Not Being Depreciated	<u>16,761,940</u>	<u>16,943,177</u>
Capital Assets Being Depreciated		
Buildings	2,482,739	2,482,739
Road Equipment	7,798,663	8,416,495
Other Equipment and Assets	1,467,202	1,487,496
Infrastructure and Improvements	<u>23,960,749</u>	<u>25,070,287</u>
Total Capital Assets Being Depreciated	<u>35,709,353</u>	<u>37,457,017</u>
Total Accumulated Depreciation	<u>(20,510,182)</u>	<u>(21,369,427)</u>
Total Net Capital Assets	<u>\$ 31,961,111</u>	<u>\$ 33,030,767</u>

Major additions included the following:

Equipment and Buildings	<u>\$ 838,033</u>	<u>\$ 910,887</u>
Infrastructure – Roads and Bridges	<u>\$ 1,866,210</u>	<u>\$ 2,220,519</u>

Debt

There were no installment purchase agreements entered into during 2017. All the equipment was acquired with Road Commission funds.

Long-term debt includes accrued vacation and sick pay leave, retiree health insurance liability and net pension liability.

In 2018, the Road Commission does not anticipate borrowing or financing any debt related to the acquisition of capital assets.

Economic Factors and Next Year’s Budget

The Board of County Road Commissioners, along with the Road Commission’s fiscal and chief administrative officers, considered many factors when setting the calendar year 2018 budget. These factors included MTF collection forecasts, the economy, township contributions, MDOT’s maintenance budget and various other items. We are projecting an increase in revenues for 2018 primarily due to State and Federal project revenue. The MTF funds are starting the year 2018 slightly up from 2017 due to higher fuel tax collections. Budget adjustments may be necessary during 2018 if these trends continue.

Contacting the Road Commission's Financial Management

This financial report is designed to provide the public, citizens and other interested parties a general overview of the road commission's finances and to show the road commission's accountability for the money it receives. If you have any questions about this report or need additional financial information, contact the Antrim County Road Commission's administrative offices at 319 E. Lincoln St., P.O. Box 308, Mancelona, MI 49659, phone 231-587-8521.

Basic Financial Statements

Antrim County Road Commission

Statement of Net Position December 31, 2017

ASSETS

Cash and Equivalents	\$ 1,485,838
Accounts Receivable:	
Michigan Transportation Fund	695,316
State Trunkline Maintenance	191,500
State Transportation - Other	392
Due on County Road Agreements	10,800
Sundry Accounts	63,198
Inventories:	
Road Materials	392,739
Equipment, Parts and Materials	119,877
Prepaid Items	44,517
Capital Assets (Not Depreciated)	16,943,177
Capital Assets (Net of Accumulated Depreciation)	<u>16,087,590</u>
Total Assets	<u>36,034,944</u>

DEFERRED OUTFLOWS OF RESOURCES

Pension changes in assumptions and experience	<u>366,139</u>
---	----------------

LIABILITIES

Accounts Payable	45,224
Accrued Liabilities	37,750
Advances	323,269
Vested Employee Benefits- Due in more than one year	159,573
Other Post Employment Benefits - Due in more than one year	338,278
Net Pension Liability - Due in more than one year	<u>6,645,640</u>
Total Liabilities	<u>7,549,734</u>

DEFERRED INFLOWS OF RESOURCES

Other State Grants	51,104
Difference in investment returns	<u>143,577</u>
Total Deferred Inflows of Resources	<u>194,681</u>

NET POSITION

Investment in Capital Assets	33,030,767
Unrestricted (Deficit)	<u>(4,374,099)</u>
Total Net Position	<u>\$ 28,656,668</u>

Antrim County Road Commission

Statement of Activities For the Year Ended December 31, 2017

Program Expenses:	
Primary Road Maintenance and Preventive Maintenance	\$ 2,863,277
Local Road Maintenance and Preventive Maintenance	2,868,890
State Trunkline	864,910
Net Equipment Expense	200,529
Net Administrative Expense	435,825
Other	58,697
	<hr/>
Total Program Expenses	7,292,128
	<hr/>
Program Revenues:	
Charges for Services:	
Licenses and Permits	65,369
Charges for Services	958,480
Operating Grants and Contributions:	
State Grants	4,399,406
Contributions from Local Units	1,485,695
Interest Earnings	3,238
Capital Grants and Contributions:	
Federal Grants	576,178
State Grants	493,633
Contributions from Local Units	1,150,708
	<hr/>
Total Program Revenues	9,132,707
	<hr/>
Net Program Revenues (Expenses)	1,840,579
	<hr/>
General Revenues:	
Gain (Loss) on Disposal	22,890
	<hr/>
Total General Revenues	22,890
	<hr/>
Change in Net Position	1,863,469
Net Position - Beginning Balance	26,793,199
	<hr/>
Net Position - Ending Balance	\$ 28,656,668
	<hr/> <hr/>

Antrim County Road Commission

Balance Sheet December 31, 2017

	Governmental Fund Type
	General
	<u>Operating Fund</u>
ASSETS	
Cash and Equivalents	\$ 1,485,838
Accounts Receivable:	
Michigan Transportation Fund	695,316
State Trunkline Maintenance	191,500
State Transportation - Other	392
Due on County Road Agreements	10,800
Sundry Accounts	63,198
Inventories:	
Road Materials	392,739
Equipment, Parts and Materials	119,877
Prepaid Items	44,517
	<hr/>
Total Assets	\$ 3,004,177
	<hr/> <hr/>
LIABILITIES	
Accounts Payable	\$ 45,224
Accrued Liabilities	37,750
Advances	323,269
	<hr/>
Total Liabilities	406,243
	<hr/>
DEFERRED INFLOWS OF RESOURCES	
Other State Grants	51,104
	<hr/>
FUND BALANCE	
Nonspendable	557,133
Unassigned	1,989,697
	<hr/>
Total Fund Balance	\$ 2,546,830
	<hr/> <hr/>

Antrim County Road Commission

Reconciliation of the Balance Sheet Fund Balance to the Statement of Net Position For the Year Ended December 31, 2017

Total Governmental Fund Balance	\$ 2,546,830
Amounts reported for governmental activities in the statement of net position are different because:	
Capital assets used in governmental activities are not financial resources and therefore are not reported in the funds.	33,030,767
Net pension liability requirement.	(6,645,640)
Deferred outflows resulting from pension assumptions and experience.	366,139
Deferred inflows in investment returns.	(143,577)
Other long-term liabilities are not available to pay in the current period and therefore are not reported in the funds.	<u>(497,851)</u>
Net Position of Governmental Activities	<u><u>\$ 28,656,668</u></u>

Antrim County Road Commission

Statement of Revenues, Expenditures, and Changes in Fund Balance For the Year Ended December 31, 2017

	Governmental Fund Type
	General Operating Fund
Revenues	
Licenses and Permits	\$ 65,369
Federal Sources	576,178
State Sources	4,893,039
Contributions form Local Units	2,636,403
Charges for Services	958,480
Interest Earnings and Rent	3,238
Other Revenue	22,890
Total Revenues	<u>9,155,597</u>
Expenditures	
Public Works	8,204,824
Capital Outlay	98,263
Total Expenditures	<u>8,303,087</u>
Excess of Revenues Over (Under) Expenditures	852,510
Fund Balance - Beginning of Year	<u>1,694,320</u>
Fund Balance - End of Year	<u><u>\$ 2,546,830</u></u>

Antrim County Road Commission

Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balance of Governmental Fund to the Statement of Activities For the Year Ended December 31, 2017

Net Change in Fund Balance - Total Governmental Funds \$ 852,510

Amounts reported for governmental activities in the statements are different because:

Governmental funds report capital outlays and infrastructure costs as expenditures. However, in the statement of activities, the cost of those assets is allocated over their estimated useful lives as depreciation expense. This is the amount by which capital outlay exceeded depreciation in the current period. 1,069,656

Some expenses reported in the statement of activities do not require the use of current financial resources and therefore are not reported as expenditures in the governmental funds. (58,697)

Net Change in Net Position of Governmental Activities \$ 1,863,469

Notes to Financial Statements

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of the Antrim County Road Commission conform to accounting principles generally accepted in the United States of America (GAAP) as applicable to governmental units. The following is a summary of the significant accounting policies used by the Antrim County Road Commission.

A. Reporting Entity

The Antrim County Road Commission, which is established pursuant to the County Road Law (MCL 224.1), is governed by a three-member Board of County Road Commissioners appointed by the Antrim County Board of County Commissioners. The Road Commission may not issue debt without the County's approval and property tax levies are subject to County Board of Commissioners' approval.

The criteria established by the Governmental Accounting Standards Board (GASB) Statement Number 14 and as amended by GASB No. 61, "The Financial Reporting Entity," for determining the reporting entity includes oversight responsibility, fiscal dependency and whether the financial statements would be misleading if the component unit data were not included. Based on the above criteria, these financial statements present the Antrim County Road Commission as a discretely presented component unit of Antrim County.

The Road Commission Operating Fund is used to control the expenditures of Michigan Transportation Fund monies distributed to the County, which are earmarked by law for street and highway purposes. The Board of County Road Commissioners is responsible for administration of the Road Commission Operating Fund.

B. Government-Wide and Fund Financial Statements

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all of the activities of the Antrim County Road Commission. There is only one fund reported in the government-wide financial statements.

The statement of net position presents the Road Commission's assets, outflows, liabilities and inflows with the difference being reported as either net investment in capital assets or unrestricted net position.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment is offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include: (1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment; and (2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as general revenue.

Separate financial statements are provided for the operating fund (governmental fund). The operating fund is an independent fiscal and accounting entity with a self-balancing set of accounts. Fund accounting segregates funds according to their intended purpose and is used to aid management in demonstrating compliance with finance-related legal and contractual provisions.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**C. Measurement Focus, Basis of Accounting and Financial Statement Presentation**

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenue is recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Amounts reported as program revenue include: (1) charges to customer or applicants for goods or services or privileges provided; (2) Michigan transportation funds, State/Federal contracts and township contributions. Internally dedicated resources are reported as general revenue rather than as program revenue.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenue is recognized as soon as it is both measurable and available. Revenue is considered to be available if it is collected within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the government considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to vested employee benefits and claims and judgments, are recorded only when payment is due.

Michigan transportation funds, grants, permits, township contributions and interest associated with the current fiscal period are all considered to be susceptible to accrual and have been recognized as revenue of the current fiscal period. All other revenue items are considered to be available only when cash is received by the government.

D. Assets, Liabilities, Deferred Outflows/Inflows of Resources and Net Position/Fund BalanceCash and Equivalents

Cash and equivalents are considered to be cash on hand, demand deposits and short-term investments with a maturity of three months or less when acquired. Deposits are recorded at cost.

Inventories

Inventories are priced at cost as determined on the average unit cost method. Inventory items are charged to road construction and maintenance, equipment repairs and operations as used.

Prepaid Items

Certain payments to vendors reflect costs applicable to future fiscal years and are recorded as prepaid items in both the government-wide and fund financial statements.

Capital Assets

Capital assets, which include property, plant, equipment, infrastructure assets (e.g., roads, bridges and similar items), are reported in the operating fund in the government-wide financial statements. Capital assets are defined by the Antrim County Road Commission as assets with an initial individual cost of more than \$1,000 and an estimated useful life in excess of two years. Such assets are recorded at historical cost or estimated historical cost of purchase or constructed. Donated capital assets are recorded at estimated fair market value at the date of donation.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

GASB Statement 34 requires major networks and major subsystems of infrastructure assets acquired, donated, constructed, or substantially rehabilitated since fiscal years ending June 30, 1980 be inventoried and capitalized by the fourth anniversary of the mandated date of adoption of the other provisions of GASB Statement No. 34. The Antrim County Road Commission has capitalized the current year’s infrastructure, as required by GASB Statement 34, and has reported the infrastructure assets in the statement of net position.

Depreciation

Depreciation is computed on the sum-of-the-years’-digits method for road equipment and straight-line method for all other assets. The depreciation rates are designed to amortize the cost of the assets over their estimated useful lives as follows:

Buildings	30 to 50 years
Equipment - Road	5 to 8 years
Equipment - Office	4 to 10 years
Equipment - Shop	10 years
Equipment - Engineering	4 to 10 years
Equipment – Yard and Storage	4 to 10 years
Infrastructure – Roads	8 to 30 years
Infrastructure – Bridges	12 to 50 years

Long-Term Obligations

In the government-wide financial statements, long-term debt and other long-term obligations are reported as liabilities in the operating fund statement of net position.

Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Pension Plan and additions to/deductions from the fiduciary net position have been determined on the same basis as they are reported by MERS. 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.

Deferred Outflows 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(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then. The Road Commission has pension items that qualify for reporting in this category.

Deferred Inflows of Resources

In addition to liabilities, the statement of net position and governmental funds balance sheet 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(s) and so will not be recognized as an inflow of resources (revenue) until that time. The Road Commission has grant and pension items that qualify for reporting in this category.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)Use of Estimates

The preparation of financial statements in conformity with U.S. generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets, outflows, liabilities and inflows affect the disclosure of contingent assets and liabilities at the date of the financial statements. These estimates and assumptions also affect the reported amounts of revenue and expenditures during the reporting period. Actual results could differ from those estimates.

Fund Balance Classification

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the Road Commission is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

- Nonspendable: This classification includes amounts that cannot be spent because they are either (a) not in spendable form or (b) are legally or contractually required to be maintained intact. The Commission has classified Inventories and Prepaid Items as being Nonspendable as these items are not expected to be converted to cash within the next year.
- Restricted: This classification includes amounts for which constraints have been placed on the use of the resources either (a) externally imposed by creditors (such as through a debt covenant), grantors, contributors, or laws or regulations of other governments, or (b) imposed by law through constitutional provisions or enabling legislation.
- Committed: This classification includes amounts that can be used only for specific purposes pursuant to constraints imposed by formal action of the Board. These amounts cannot be used for any other purpose unless the Board removes or changes the specified use by taking the same type of action that was employed when the funds were initially committed. This classification also includes contractual obligations to the extent that existing resources have been specifically committed for use in satisfying those contractual requirements.
- Assigned: This classification includes amounts that are constrained by the Board's intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the Board through the budgetary process. This classification also includes the remaining positive fund balance for all governmental funds except for the General Fund.
- Unassigned: This classification includes the residual fund balance for the General Fund. The unassigned classification also includes negative residual fund balance of any other governmental fund that cannot be eliminated by offsetting of Assigned fund balance amounts.

The Board would typically use Restricted fund balances first, followed by Committed resources, and then Assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend Unassigned resources first to defer the use of these other classified funds.

NOTE 2 - STEWARDSHIP, COMPLIANCE AND ACCOUNTABILITY

Budgetary Procedures

Budgetary procedures are established pursuant to PA 621 of 1978, as amended, (MCL 141.421) which requires the County Board of Road Commissioners to approve a budget for the County Road Fund. The Manager prepares a budget in accordance with the Act which is adopted by the Board at a public hearing each December. All budgets lapse at fiscal year end.

Budget Violations

Public Act 621 of 1978, as amended, requires budget amendments as needed to prevent actual expenditures from exceeding those provided for in the budget. Expenditures that exceeded appropriations by material amounts are listed on page 36.

NOTE 3 - CASH AND EQUIVALENTS

The cash and equivalents are classified by GASB Statement No. 40 in the following categories:

<u>Balance Sheet Account</u>		<u>Cash Items</u>	
Cash and Equivalents	\$ 1,485,838	Imprest Cash	\$ 200
	<u> </u>	Checking & Savings	<u>1,485,638</u>
	<u>\$ 1,485,838</u>		<u>\$ 1,485,838</u>

Investments – Public Act 152 as amended, authorized the Commission to deposit and invest in the following:

- (a) Bonds and other direct obligations of the United States or its agencies.
- (b) Certificates of deposit, savings accounts, deposit accounts, or depository receipts of federally insured banks, insured savings and loan associations or credit unions insured by the National Credit Union Administration that are eligible to be depository of surplus money belonging to the State under Section 5 or 6 of Act 105, PA 1855, as amended (MCL 21.145 and 21.146).
- (c) Commercial paper rated at time of purchase within the three highest classifications established by not less than two standard rating services. Maturity cannot be more than 270 days after purchase and not more than 50 percent of any fund may be invested in commercial paper at any time.
- (d) United States government or Federal agency obligation repurchase agreements.
- (e) Bankers' acceptance of United States banks.
- (f) Obligations of this state or any of its political subdivisions that at the time of purchase are rated as investment grade by not less than one standard rating service.
- (g) Mutual funds registered under the investment company act of 1940, 15 USC 80a-1 to 80a-64, with authority to purchase only investment vehicles that are legal for direct investment by a public corporation. However, a mutual fund is not disqualified as a permissible investment solely by reason of any of the following:
 - (i) The purchase of securities on a when-issued or delayed delivery basis.
 - (ii) The ability to lend portfolio securities as long as the mutual fund receives collateral at all times equal to at least 100% of the value of the securities loaned.
 - (iii) The limited ability to borrow and pledge a like portion of the portfolio's assets for temporary or emergency purposes.

NOTE 3 - CASH AND EQUIVALENTS (Continued)

- (h) Obligations described in subdivisions (a) through (g) if purchased through an interlocal agreement under the urban cooperation act of 1967, 1967 (Ex Sess) PA 7, MCL 124.501 to 124.512.
- (i) Investment pools organized under the surplus funds investment pool act, 1982 PA 367, MCL 129.111 to 129.118.
- (j) The investment pools organized under the local government investment pool act, 1985 PA 121, MCL 129.141 to 129.150.

The Road commission has no investments at December 31, 2017.

The Road Commission has adopted the County's investment policy, which is in accordance with the provisions of Public Act 196 of 1997.

Interest rate risk. The Road Commission does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates.

Credit risk. State law limits investments in commercial paper, corporate bonds, and mutual bond funds to the top two ratings issued by nationally recognized statistical rating organizations. The Road Commission has no investment policy that would further limit its investment choices.

Custodial deposit credit risk. Custodial deposit credit risk is the risk that in the event of a bank failure, the Road Commission's deposits may not be returned. State law does not require and the Road Commission does not have a policy for deposit custodial credit risk. As of year end, \$1,178,143 of the Road Commission's bank balance of \$1,563,766 was exposed to credit risk because it was uninsured and uncollateralized.

Fair value measurement. The Road Commission categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. Investments that are measured at fair value using the net asset value per share (or equivalent) as a practical expedient are not classified in the fair value hierarchy.

In instances where inputs used to measure fair value fall into different levels in the above fair value hierarchy, fair value measurements in their entirety are categorized based on the lowest level input that is significant to the valuation. The Road Commission's assessment of the significance of particular inputs to these fair value measurements required judgment and considers factors specific to each asset or liability.

NOTE 4 - STATE ADVANCES

State equipment purchase advance is determined by a formula applied to the book value of equipment of the previous fiscal year. This amount is adjusted each fiscal year in accordance with the formula and would be refunded to the State Department of Transportation upon termination of the State Highway Maintenance Contract. At December 31, 2017, the amount was \$264,517.

During 2017, the State had advanced \$58,752 on the routine maintenance agreement, which would be refunded to the State Department of Transportation upon termination of the contract.

NOTE 5 - FEDERAL REVENUE/EXPENDITURES

Most Federal dollars recorded by the Antrim County Road Commission in prior years were for projects controlled by the Michigan Department of Transportation (MDOT). Federal compliance testing of these funds will be included in the Single Audit of MDOT and not at the local road commission level. A Single Audit therefore is not required for the Antrim County Road Commission. Federal revenues totaled \$576,178 for 2017, all of which were MDOT administered projects.

NOTE 6 - CAPITAL ASSETS

Capital asset activity of the Antrim County Road Commission for the current year was as follows:

	Beginning Balances 01/01/17	Additions	Adjustments/ Deductions	Ending Balances 12/31/17
Capital Assets (Nondepreciable)				
Land	\$ 129,860	\$ -	\$ -	\$ 129,860
Infrastructure and Land Improvements	<u>16,632,080</u>	<u>181,237</u>	<u>-</u>	<u>16,813,317</u>
Subtotal	<u>16,761,940</u>	<u>181,237</u>	<u>-</u>	<u>16,943,177</u>
Capital Assets (Depreciable)				
Buildings	2,482,739	-	-	2,482,739
Equipment - Road	7,798,663	865,269	247,437	8,416,495
Equipment - Shop	261,412	-	-	261,412
Equipment - Office	129,476	45,618	25,324	149,770
Equipment - Engineering	59,015	-	-	59,015
Equipment - Yard and Storage	1,017,299	-	-	1,017,299
Infrastructure - Bridges	1,260,447	1,194,761	67,389	2,387,819
Infrastructure - Roads	<u>22,700,302</u>	<u>844,521</u>	<u>862,355</u>	<u>22,682,468</u>
Subtotal	<u>35,709,353</u>	<u>2,950,169</u>	<u>1,202,505</u>	<u>37,457,017</u>
Less Accumulated Depreciation				
Buildings	1,270,186	55,304	-	1,325,490
Equipment - Road	5,937,102	718,134	247,437	6,407,799
Equipment - Shop	180,920	10,459	-	191,379
Equipment - Office	91,067	19,283	25,324	85,026
Equipment - Engineering	53,922	1,559	-	55,481
Equipment - Yard and Storage	937,937	7,885	-	945,822
Infrastructure - Bridges	731,568	51,955	67,389	716,134
Infrastructure - Roads	<u>11,307,480</u>	<u>1,197,171</u>	<u>862,355</u>	<u>11,642,296</u>
Subtotal	<u>20,510,182</u>	<u>2,061,750</u>	<u>1,202,505</u>	<u>21,369,427</u>
Net Capital Assets - Depreciated	<u>15,199,171</u>	<u>888,419</u>	<u>-</u>	<u>16,087,590</u>
Total Net Capital Assets	<u>\$ 31,961,111</u>	<u>\$ 1,069,656</u>	<u>\$ -</u>	<u>\$ 33,030,767</u>

NOTE 6 - CAPITAL ASSETS (Continued)

Depreciation expense was charged to the following programs:

Primary Road	\$ 574,678
Local Road	674,448
Equipment	718,134
Administrative	20,842
Allocated	<u>73,648</u>
 Total Depreciation Expense	 <u>\$ 2,061,750</u>

NOTE 7 - EMPLOYEE RETIREMENT AND BENEFIT SYSTEMS

Description of Plan and Plan Assets

The Road Commission is in an agent multiple-employer defined benefit pension plan with the Municipal Employees’ Retirement System (MERS). The system provides the following provisions: normal retirement, deferred retirement and service retirement to plan members and their beneficiaries. The service requirement is computed using credited service at the time of termination of membership multiplies by the sum of 2.50% times the final compensation (FAC). The most recent period of which actuarial data was available was for year ended December 31, 2016.

General Information about the Pension Plan

Plan Description. The employer’s defined benefit pension plan provides certain retirement, disability and death benefits to plan members and beneficiaries. The employer participates in the Municipal Employees Retirement System (MERS) of Michigan. MERS is an agent multiple-employer, statewide public employee pension plan established by the Michigan Legislature under Public Act 135 of 1945 and administered by a nine-member Retirement Board. MERS issues a publicly available financial report that includes financial statements and required supplementary information. This report may be obtained accessing the MERS website at www.mersofmich.com.

01 – Gen Union: Open Division	
	<u>2016 Valuation</u>
Benefit Multiplier:	2.50% Multiplier (80% max)
Normal Retirement Age:	60
Vesting:	10 Years
Early Retirement (Unreduced):	55/30
Early Retirement (Reduced):	50/25
	55/15
Final Average Compensation:	5 years
Employee Contributions	0%
RS50% Percentage:	50%
Act 88:	No

NOTE 7 - EMPLOYEE RETIREMENT AND BENEFIT SYSTEMS (Continued)

10 – Gen NonUni: Open Division	
	<u>2016 Valuation</u>
Benefit Multiplier:	2.50% Multiplier (80% max)
Normal Retirement Age:	60
Vesting:	10 Years
Early Retirement (Unreduced):	55/30
Early Retirement (Reduced):	50/25
	55/15
Final Average Compensation:	3 years
Employee Contributions	0%
RS50% Percentage:	50%
Act 88:	No

Employees Covered by Benefit Terms

At December 31, 2016, the following employees were covered by the benefit terms:

Inactive employees or beneficiaries currently receiving benefits	41
Inactive employees entitled to but not yet receiving benefits	2
Active employees	<u>34</u>
	77

Funding Policy

The obligation to contribute to and maintain the system for these employees was established by negotiation with the Road Commission’s competitive bargaining unit and personnel policy, which require employees to contribute to the plan. The Road Commission is required to contribute at an actuarially determined rate of 39.08% and 44.97% of payroll for union and nonunion employees, respectively.

Net Pension Liability

The Road Commission’s net pension liability was measured as of December 31, 2016, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date.

Actuarial Assumptions. The total pension liability in the December 31, 2016 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.50%
Salary increases	3.75%
Investment rate of return	7.75% net of interest and administrative expense including inflation

NOTE 7 - EMPLOYEE RETIREMENT AND BENEFIT SYSTEMS (Continued)

Mortality rates used were based on the RP-2014 Group Annuity Mortality Table of a 50% Male and 50% Female blend.

The actuarial assumptions used in valuation were based on the results of the most recent actuarial experience study of January 1, 2009, through December 31, 2013.

The long-term expected rate of return on pension plan investments was determined using a model method in which the best-estimate ranges of expected future real rates of return (expected returns, net of investment and administrative expenses 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:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Global Equity	57.5%	5.02%
Global Fixed Income	20.0%	2.18%
Real Assets	12.5%	4.23%
Diversifying Strategies	10.0%	6.56%

Discount Rate. The discount rate used to measure the total pension liability is 8.0%. The projection of cash flows used to determine the discount rate assumes that employer and employee contributions will be made at the rates agreed upon for employees and the actuarially determined rates for employers. Based on these assumptions, the pension plan's fiduciary net position was projected to be available to pay all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

NOTE 7 - EMPLOYEE RETIREMENT AND BENEFIT SYSTEMS (Continued)

Changes in the Net Pension Liability:

	Increases (Decreases)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balances at December 31, 2016	\$ 13,274,395	\$ 6,400,879	\$ 6,873,516
Service cost	165,238	-	165,238
Interest on total pension liability	1,036,197	-	1,036,197
Changes in benefits	-	-	-
Difference between expected and actual experience	248,105	-	248,105
Changes in assumptions	-	-	-
Employer contributions	-	795,116	(795,116)
Employee contributions	-	15,608	(15,608)
Net investment income	-	848,217	(848,217)
Benefit payments, including employee refunds	(809,097)	(809,097)	-
Administrative expense	-	(13,409)	13,409
Other changes	(31,884)	-	(31,884)
Net changes	608,559	836,435	(227,876)
Balances as of December 31, 2017	\$ 13,882,954	\$ 7,237,314	\$ 6,645,640

Sensitivity of the net pension liability to changes in the discount rate. The following presents the net pension liability of the Road Commission, calculated using the discount rate of 8.00% as well as what the Road Commission’s net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (7.00%) or 1-percentage-point higher (9.00%) than the current rate:

	1% Decrease (7.00%)	Current Discount Rate (8.00%)	1% Increase (9.00%)
Road Commission’s net pension liability as of 12/31/2017:	\$8,096,998	\$6,645,640	\$5,402,232

Pension plan fiduciary net position. Detailed information about the pension plan’s fiduciary net position is available in the separately issued MERS financial report.

NOTE 7 - EMPLOYEE RETIREMENT AND BENEFIT SYSTEMS (Continued)

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

For the year ended December 31, 2017, the Road Commission recognized pension expense of \$837,352. At December 31, 2017, the Road Commission reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 71,313	\$ -
Changes in assumptions	294,826	-
Net difference between projected and actual earnings on pension plan investments	-	143,577
Total	\$ 366,139	\$ 143,577

Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recorded in pension expense as follows:

Year Ended December 31:	
2018	\$ 165,992
2019	165,992
2020	(42,097)
2021	(67,325)

Annual Pension Costs – For the year ended December 31, 2017, the Antrim County Road Commission’s pension cost of \$617,664 for the plan was equal to the required contribution. The annual contribution was determined as part of an actuarial valuation as of December 31, 2015, using the age normal cost method. Significant actuarial assumptions used include: (i) a 8% investment rate of return; (ii) projected salary increases of 4.5% per year. Both determined using techniques that smooth the effects of short-term volatility over a four-year period. The unfunded actuarial liability is being amortized as a level percent of payroll on a closed basis. The remaining amortization period is 23 years.

NOTE 8 - RISK MANAGEMENT

Antrim County Road Commission is a member of the Michigan County Road Commission Self-Insurance Pool established pursuant to the laws of the State of Michigan which authorize contracts between Municipal Corporations (inter-local agreements) to form group self-insurance pools.

NOTE 8 - RISK MANAGEMENT (Continued)

The Pool was established for the purpose of making a self-insurance pooling program available which includes, but is not limited to, general liability coverage, vehicle liability coverage, claims administration, and risk management and loss control services pursuant to Michigan Public Act 138 of 1982.

The Antrim County Road Commission pays an annual premium to the Pool for property (buildings and contents) coverage, vehicle and equipment liability, bodily injury, property damage and personal injury liability. The Pool agreement provides that it shall be self-sustaining through member premiums and will purchase both specific and aggregate stop-loss insurance based upon limits determined by the Pool Board of Directors.

The road commission is also self-insured for worker's compensation as a member of the County Road Association Self Insurance Fund. The Commission was unable to provide an estimate of additional potential assessments under these arrangements.

NOTE 9 -LONG-TERM DEBT

The following is a summary of pertinent information concerning the County Road Commission's long-term debt.

	Beginning Balances	Net Additions (Reductions)	Ending Balances
Vested Employee Benefits	\$ 141,096	\$ 18,477	\$ 159,573
Other Post Employment Benefits	<u>324,689</u>	<u>13,589</u>	<u>338,278</u>
Total	<u>\$ 465,785</u>	<u>\$ 32,066</u>	<u>\$ 497,851</u>

Vested employee benefits are for accumulated personal, sick and vacation days. At December 31, 2017, the total accumulated liability was \$159,573.

Road Commission employment policies provide for vacation and personal benefits to be earned in varying amounts depending on the employee's years of service. New employees are eligible for vacation benefits after 1 year of service, and vacation benefits accrue each July 1st and are paid a prorated share for unused vacation days. Employees may accumulate up to a maximum of 200 hours of vacation benefits. Personal days are paid to a maximum of 112 hours.

Road Commission employment policies provide for sick leave benefits for employees hired before fiscal year 2000. Employees hired prior to January 1, 2000, upon voluntary termination with ten working days notice, retirement, or death of an employee in the service of the Road Commission, shall be paid for 50% of any accumulated unused sick leave accumulated to December 31, 1999.

NOTE 10 - OTHER POST EMPLOYMENT BENEFITS

Effective for the 2008 calendar year, the Road Commission implemented Governmental Accounting Standards Board Statement No. 45, Accounting and Financial Reporting by Employers for Postemployment Benefits Other than Pensions, for certain health care reimbursements provided by the Road Commission to retired employees. The requirements of this statement are implemented prospectively, using the alternative calculation provision of the statement for employers with less than 100 employees, with the accrued liability for benefits amortized over 30 years. The Road Commission currently is not advance funding the liability. It is funding only the required current amount based on a pay-as-you go policy.

The following table shows the Commission’s annual OPEB cost and calculation of the Annual Required Contribution:

Annual required contribution (ARC)	\$	102,775
Interest on net OPEB obligation		17,858
Adjustment to ARC		<u>(15,244)</u>
Annual OPEB cost		105,389
Contributions made		<u>(91,800)</u>
Increase in net OPEB obligation		13,589
Net OPEB obligation beginning of year		<u>324,689</u>
Net OPEB obligation end of year	\$	<u><u>338,278</u></u>

The Road Commission provides post retirement health care benefits to all employees who retire from the road commission. Any employee retiring after July 1, 1989, who had completed at least ten years of service and was eligible for retirement, has \$150 per month contributed towards the employee and spouse coverage. Effective for retirees retiring after July 1, 1999, the Road Commission contribution will be \$200 per month and effective July 1, 2003, \$250 per month. At age 65, those receiving \$250 per month change to \$200 per month for the remainder of their life. There were 38 retirees receiving benefits with an approximate annual cost of \$91,800. This benefit is not available for anyone hired after July 1, 2014.

The Road Commission’s annual OPEB cost, the percentage of annual OPEB cost contributed to the plan, and the net OPEB obligation for three fiscal years are as follows:

<u>Fiscal Year End</u>	<u>Annual OPEB Cost</u>	<u>Percentage of Annual OPEB Cost Contributed</u>	<u>Net OPEB Obligation</u>
2015	\$ 111,860	105%	\$ 304,003
2016	\$ 111,683	82%	\$ 324,689
2017	\$ 105,389	87%	\$ 338,278

Funded Status and Funding Progress: As of December 31, 2017, the actuarial accrued liability for benefits of \$1,864,941 was not funded. The covered payroll (annual payroll of active employees covered by the plan) was \$1,442,313 and the ratio of the unfunded actuarial accrued liability to the covered payroll was 129%.

NOTE 10 - OTHER POST EMPLOYMENT BENEFITS (Continued)

The projection of future benefit payments for an ongoing plan involves estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and the healthcare cost trend. Amounts determined regarding the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as required supplementary information following this note, presents multiyear trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

Actuarial Methods and Assumptions: Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and the plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan member to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations. The following simplifying assumptions were made:

Assumptions About Employees and Members: Based on the historical average retirement age of the covered group, active plan members were assumed to retire at age 55 to 65 or the first year thereafter in which the member would qualify for benefits. Marital status as of the calculation date was assumed to continue throughout retirement. Life expectancy was based on mortality tables published by the National Center for Health Statistics. The probability of remaining employed until the assumed retirement age and employees' expected future working lifetimes were developed using non-group-specific age-based turnover data from GASB Statement No. 45.

Assumptions About Healthcare Costs: The 2017 health plan fixed payments for retirees were used to calculate the present value of total benefits to be paid. The expected rate of increase in health insurance premiums – Health Care Cost Trend Rate – was zero percent.

Other Assumptions and Methods: The inflation rate was assumed to be 2.5% and the discount rate was 3.15%. The value of the Plan assets was set at zero, since the plan does not have assets. A simplified version of the entry age actuarial cost method was used in the actuarial valuation. The UAAL is amortized over a thirty-year period as a level percent of projected payroll on an open basis. Payroll was assumed to grow over the long-term at the same rate as inflation.

NOTE 11 - COMMITMENTS AND CONTINGENCIES

Grants – The Road Commission has received significant financial assistance from state and federal agencies in the form of various grants. The disbursement of funds received under these programs generally requires compliance with terms and conditions specified in the grant agreement and are subject to audit by the grantor agency. Any disallowed claims resulting from such audits could become a liability of the applicable fund of the Road Commission.

The Road Commission from time to time is named as a defendant in accident claims and lawsuits requesting damages of various amounts, the majority of which do not state a specific maximum. Insurance coverage related to these claims and lawsuits, if any, is categorized under the general liability insurance program. It is the opinion of management and legal counsel that reasonable estimates of the Road Commission's current liability for these matters, if any, have been recorded.

NOTE 11 - COMMITMENTS AND CONTINGENCIES (Continued)

There are nonaccident liability and condemnation lawsuits currently pending against the Road Commission claiming amounts for damages and relief without stated limitations. It is the opinion of management and legal counsel that reasonable estimates of the Road Commission's current liability for these matters, if any, have been recorded.

NOTE 12 - SUBSEQUENT EVENT

During January 2018, the Road Commission authorized and executed truck and equipment purchases in the amount of approximately \$313,000.

Required Supplementary Information

Antrim County Road Commission

Required Supplementary Information Employee Retirement and Benefit Systems Schedule of Funding Progress For the Year Ended December 31, 2017

	2015	2016	2017
Total pension liability			
Service cost	\$ 150,184	\$ 152,349	\$ 165,238
Interest	987,193	1,011,984	1,036,197
Difference between expected and actual experience	-	(229,531)	248,105
Changes in assumptions	-	589,653	-
Other changes	(12,464)	(24,375)	(31,884)
Benefit payments, including refund of member contributions	(819,043)	(831,957)	(809,097)
Net change in total pension liability	305,870	668,123	608,559
Total pension liability - beginning	12,300,402	12,606,272	13,274,395
Total pension liability - ending	<u>\$ 12,606,272</u>	<u>\$ 13,274,395</u>	<u>\$ 13,882,954</u>
Plan fiduciary net position			
Contributions - employer	\$ 662,974	\$ 688,212	\$ 795,116
Contributions - employee	(2,306)	-	15,608
Net investment income	(89,576)	663,785	848,217
Benefit payments, including refunds of member contributions	(819,043)	(831,957)	(809,097)
Administrative expense	(13,323)	(13,118)	(13,409)
Net change in plan fiduciary net position	(261,274)	506,922	836,435
Plan fiduciary net position - beginning	6,155,231	5,893,957	6,400,879
Plan fiduciary net position - ending	<u>\$ 5,893,957</u>	<u>\$ 6,400,879</u>	<u>\$ 7,237,314</u>
Net pension liability - ending	<u>\$ 6,712,315</u>	<u>\$ 6,873,516</u>	<u>\$ 6,645,640</u>
Plan fiduciary net position as a percentage of the total pension liability	47%	48%	52%
Covered - employee payroll	\$ 1,429,116	\$ 1,403,749	\$ 1,489,486
Net pension liability as a percentage of covered-employee payroll	470%	490%	446%

Antrim County Road Commission

Required Supplementary Information Employee Retirement and Benefit Systems Schedule of Funding Progress For the Year Ended December 31, 2017

	2015	2016	2017
Actuarially determined contribution	\$ 479,544	\$ 518,232	\$ 617,664
Contributions in relation to the actuarially determined contribution	<u>(662,974)</u>	<u>(688,212)</u>	<u>(795,116)</u>
Contribution deficiency (excess)	<u>\$ (183,430)</u>	<u>\$ (169,980)</u>	<u>\$ (177,452)</u>
Covered - employee payroll	\$ 1,316,387	\$ 1,429,116	\$ 1,403,749
Contributions as a percentage of covered-employee payroll	50%	48%	57%

Notes to Schedule:

Actuarially determined contribution rates are calculated as of December 31st, two years prior to the end of the fiscal year in which contributions are reported.

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry age normal
Amortization method	Level percentage of payroll, closed
Remaining amortization period	22 years
Asset valuation method	10-years smoothed market
Inflation	2.50%
Salary increases	3.75%, average, including inflation
Investment rate of return	7.75%
Retirement age	In the 2016 actuarial valuation, expected retirement ages of general employees were adjusted to more closely reflect actual experience
Mortality	Assumptions were based on the RP-2014 Table Blended 50% Male / 50% Female

**Required Supplementary Information
Employee Retirement and Benefit Systems
Schedule of Funding Progress
December 31, 2017**

Health Benefits:

Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Liability (AAL) - Entry Age (b)	Unfunded AAL (UAAL) (b - a)	Funded Ratio (a / b)	Covered Payroll (c)	UAAL as a Percent of Covered Payroll ((b - a) / c)	
2013	\$	-	\$ 978,361	\$ 978,361	0.0%	Unavailable	Unavailable
2014	\$	-	\$ 939,006	\$ 939,006	0.0%	\$ 1,288,049	73%
2017	\$	-	\$ 1,864,941	\$ 1,864,941	0.0%	\$ 1,442,313	129%

Antrim County Road Commission

Required Supplementary Information Budgetary Comparison Schedule Statement of Revenues - Budget and Actual For the Year Ended December 31, 2017

	Original Budget	Final Amended Budget	Actual	Variance Favorable (Unfavorable)
Licenses and Permits	\$ 25,000	\$ 25,000	\$ 65,369	\$ 40,369
Federal Sources	360,000	345,000	576,178	231,178
State Sources				
Michigan Transportation Fund				
Engineering	10,000	10,000	10,000	-
Allocation	4,190,000	4,350,000	4,431,151	81,151
Snow Removal	300,000	332,004	332,004	-
Rural Primary	60,000	62,000	119,884	57,884
Forest Road	50,000	51,104	-	(51,104)
Contributions from Local Units	1,400,000	2,665,000	2,636,403	(28,597)
Charges for Services	564,000	786,000	958,480	172,480
Interest Earnings and Rent	-	-	3,238	3,238
Other Revenue				
Gain (Loss) on Disposal	-	-	22,890	22,890
Total Revenues	<u>\$ 6,959,000</u>	<u>\$ 8,626,108</u>	<u>\$ 9,155,597</u>	<u>\$ 529,489</u>

Antrim County Road Commission

Required Supplementary Information Budgetary Comparison Schedule Statement of Expenditures - Budget and Actual For the Year Ended December 31, 2017

	Original Budget	Final Amended Budget	Actual	Variance Favorable (Unfavorable)
Primary Road				
Preservation/Structural Improvements	\$ 420,000	\$ 1,350,000	\$ 1,359,737	\$ (9,737)
Maintenance	1,400,000	1,760,000	2,263,274	(503,274)
Local Road				
Preservation/Structural Improvements	1,100,000	800,000	860,783	(60,783)
Maintenance	2,000,000	2,225,000	2,219,766	5,234
Trunkline Maintenance	560,000	800,000	812,477	(12,477)
Trunkline Nonmaintenance	4,000	51,500	52,433	(933)
Administrative Expense - Net	430,000	430,000	435,825	(5,825)
Equipment Expense - Net	200,000	200,000	200,529	(529)
Capital Outlay - Net	1,000,000	250,000	98,263	151,737
Total Expenditures	<u>\$ 7,114,000</u>	<u>\$ 7,866,500</u>	<u>\$ 8,303,087</u>	<u>\$ (436,587)</u>

Other Information

Antrim County Road Commission

Other Information Analysis of Changes in Fund Balance For the Year Ended December 31, 2017

	Primary Road Fund	Local Road Fund	County Road Commission	Total
Total Revenues	\$ 4,813,645	\$ 3,127,806	\$ 1,214,146	\$ 9,155,597
Total Expenditures	3,907,188	3,394,892	1,001,007	8,303,087
Excess of Revenues Over (Under) Expenditures	906,457	(267,086)	213,139	852,510
Optional Transfers and Adjustments	(266,000)	266,000	-	-
Fund Balance - January 1, 2017	246,715	4,233	1,443,372	1,694,320
Fund Balance - December 31, 2017	<u>\$ 887,172</u>	<u>\$ 3,147</u>	<u>\$ 1,656,511</u>	<u>\$ 2,546,830</u>

Antrim County Road Commission

Other Information Analysis of Revenues For the Year Ended December 31, 2017

	Primary Road Fund	Local Road Fund	County Road Commission	Total
Licenses and Permits	\$ -	\$ -	\$ 65,369	\$ 65,369
Federal Sources				
Surface Transportation Program	576,178	-	-	576,178
State Sources				
Michigan Transportation Fund				
Engineering	5,927	4,073	-	10,000
Allocation	2,626,427	1,804,724	-	4,431,151
Snow Removal	163,711	168,293	-	332,004
Rural Primary	119,884	-	-	119,884
Contributions from Local Units				
Townships	396,052	1,150,708	-	1,546,760
Other	924,995	-	164,648	1,089,643
Charges for Services				
Trunkline Maintenance	-	-	902,330	902,330
Trunkline Nonmaintenance	-	-	52,443	52,443
Salvage Sales	-	-	3,707	3,707
Interest and Rents				
Interest Earnings	471	8	2,759	3,238
Other Revenue				
Gain on Equipment Disposals	-	-	22,890	22,890
Total Revenues	<u>\$ 4,813,645</u>	<u>\$ 3,127,806</u>	<u>\$ 1,214,146</u>	<u>\$ 9,155,597</u>

Antrim County Road Commission

Other Information Analysis of Expenditures For the Year Ended December 31, 2017

	Primary Road Fund	Local Road Fund	County Road Commission	Total
Primary Road				
Preservation/Structural Improvements	\$ 1,359,737	\$ -	\$ -	\$ 1,359,737
Maintenance	2,263,274	-	-	2,263,274
Local Road				
Preservation/Structural Improvements	-	860,783	-	860,783
Maintenance	-	2,219,766	-	2,219,766
Trunkline Maintenance	-	-	812,477	812,477
Trunkline Nonmaintenance	-	-	52,433	52,433
Administrative Expense - Net	235,546	200,279	-	435,825
Equipment Expense - Net	48,631	114,064	37,834	200,529
Capital Outlay - Net	-	-	98,263	98,263
Total Expenditures	<u>\$ 3,907,188</u>	<u>\$ 3,394,892</u>	<u>\$ 1,001,007</u>	<u>\$ 8,303,087</u>

Report on Compliance



ANDERSON, TACKMAN & COMPANY, PLC
CERTIFIED PUBLIC ACCOUNTANTS

KINROSS OFFICE

SUE A. BOWLBY, CPA, PRINCIPAL
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MEMBER AICPA
DIVISION FOR CPA FIRMS

MEMBER MACPA

OFFICES IN
MICHIGAN & WISCONSIN

**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 County Road Commissioners
Antrim County Road Commission
Mancelona, Michigan 49659

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 governmental activities and major fund of the Antrim County Road Commission (a component unit of Antrim County, Michigan), as of and for the year ended December 31, 2017, and the related notes to the financial statements, which collectively comprise the Antrim County Road Commission's (a component unit of Antrim County, Michigan) basic financial statements and have issued our report thereon dated April 19, 2018.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Antrim County Road Commission's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Antrim County Road Commission's internal control. Accordingly, we do not express an opinion on the effectiveness of the Antrim County Road 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 on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies 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 did identify certain deficiencies in internal control, described in the accompanying schedule of findings and responses that we consider to be significant deficiencies listed as 2017-001 and 2017-002.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Antrim County Road Commission'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 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 one instance of noncompliance or other matters that is required to be reported under *Government Auditing Standards* and which is described in the accompanying schedule of findings and responses as items 2017-002.

Antrim County Road Commission Response to Findings

The Antrim County Road Commission's responses to the findings identified in our audit are described in the accompanying schedule of findings and responses. The Antrim County Road Commission's responses were not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on them.

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 result 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.



Anderson, Tackman & Company, PLC
Certified Public Accountants
Kincheloe, Michigan

April 19, 2018

Significant Deficiency - Internal Control

Segregation of Duties

Finding 2017-001

Statement of Condition/Criteria: The Road Commission Office Manager performs several functions of receipting, disbursing, and posting to the general ledger. To provide a system of checks and balances, these functions are generally assigned to separate positions to minimize the potential for unauthorized transactions.

Effect: Lack of segregation of duties provides opportunities for inaccurate or unauthorized disbursements or transfers from road funds and increases the potential for inaccurate reporting of account activity.

Cause: Sufficient resources and staff are not available to adequately segregate these functions. Additionally, the benefit of separating these duties does not appear to exceed the costs associated with the added personnel.

Recommendation: The Board should be aware of the potential weakness in the system and provide appropriate oversight or assistance to personnel when cost beneficial.

Planned Corrective Action: The Board has implemented compensating controls to reduce the risks discussed above such as dual signature checks and account reviews.

- *Contact Person(s) Responsible for Correction:*
Burt Thompson, Manager

Significant Deficiency – Noncompliance with State Statutes

Expenditures in Excess of Appropriations—Budgetary Funds

Finding 2017-002

Criteria: The expenditures of funds in excess of appropriations are contrary to the provisions of Section 16 of Public Act 2 of 1968, as amended.

Condition: Our examination of procedures used by the Road Commission to adopt and maintain operating budgets for the Road Commission’s budgetary fund revealed the following instances of noncompliance with the provisions of Public Act 2 of 1968, as amended, the Uniform Budgeting and Accounting Act.

The Road Commission’s 2017 General Appropriations Act (budget) provided for expenditures of the General Fund to be controlled to the activity level. As detailed, actual 2017 expenditures exceeded the board’s approved budget allocations for some general fund activities.

During the fiscal year ended December 31, 2017, expenditures were incurred in excess of amounts appropriated in the amended budgets for the General Fund as listed on page 36 of the financial statements.

Effect: Condition’s violate State Statutes.

Cause: Unknown.

Recommendation: We recommend that the Road Commission’s chief administrative officer and personnel responsible for administering the activities of the various funds of the Road Commission, develop budgetary control procedures for the General Fund which will assure that expenditures do not exceed amounts authorized in the General Appropriations Act, or amendments thereof.

Planned Corrective Action: Amounts will be maintained in the future.

- *Contact Person(s) Responsible for Correction:*
Burt Thompson, Manager