

Review of GASB Statement No. 34 capital asset provisions and discussion of the Indiana LTAP and Government Fixed Asset Services, Inc. Procedure Manual for Implementation of GASB Statement No. 34

Indiana LTAP Road School 2007

Purdue University  
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## GASB Statement No. 34 General Infrastructure Reporting

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## GASB Statement No. 34 – the basics

...the most significant change in the history of governmental accounting. It represents a dramatic shift in the way local governments present financial information to the public.

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## GASB Statement No. 34 – the basics

- ◆ Experience in working with Indiana Counties, Cities, and Towns is similar in that following scenario almost always occurs:
  - First, there is an amount of apprehension
  - Second, about halfway through implementation comments are that project is very achievable
  - Third, at conclusion comments are that information should have been assemble in past and that information can be used in present for other purposes

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## GASB Statement No. 34 – the basics

- ◆ Depreciation of all general infrastructure (which includes roads, bridges, regulated drains, etc.)
- ◆ Depreciation of all general capital assets (which includes land improvements, buildings, machinery and equipment, and vehicles)
- ◆ Prospective reporting of all new general infrastructure assets and general capital assets
- ◆ Retroactive reporting of existing general infrastructure back to 1980 (and earlier)

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## GASB Statement No. 34 – the basics

- ◆ Infrastructure reporting options of historical cost and depreciation or the modified approach (condition assessment)
- ◆ Policy disclosures
  - Capitalization of assets
  - Establishing estimated useful lives
  - Depreciation method and convention

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## Capital Assets per GASB 34 – General Infrastructure

- ◆ Roads
- ◆ Bridges
- ◆ Water and Sewer Systems
- ◆ Storm Sewer Systems
- ◆ Regulated Drains
- ◆ Streetlights
- ◆ Traffic Signals
- ◆ Sidewalks
- ◆ Rights-of-way

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## Capital Assets per GASB 34 – General Capital Assets\*

- ◆ Land
- ◆ Land improvements
- ◆ Buildings
- ◆ Building improvements
- ◆ Machinery and Equipment
- ◆ Vehicles
- ◆ Works of art
- ◆ Other tangible and intangible assets

\*...more on this later

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## Task at hand...

Regarding the retroactive reporting of general infrastructure it comes down to answering three questions

- what assets do we have?
- when did we acquire these assets?
- what did these assets cost?

Reference INDOT GASB Statement No. 34 implementation in 2001 and 2002

Reference Government Finance Officers Association  
*GAAFR Review 10-1-01*

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## What do we have?

### ◆ Roads by functional class

- Arterial urban
- Collector rural
- Collector urban
- Local paved rural
- Local paved urban
- Local unpaved (gravel)

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## What do we have?

- ◆ Bridges
- ◆ Water and Sanitary Sewer Systems\*
- ◆ Storm Sewer Systems
- ◆ Regulated Drains
- ◆ Streetlights
- ◆ Traffic Signals
- ◆ Sidewalks
- ◆ Rights-of-way

\*...in most cases these are enterprise fund or business-type activity assets and as such have been depreciated for many years. Further, the balances have been audited for years, hence, calculations will remain 'as is' with exception of current year activity related to additions and retirements.

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# What do we have?

- ◆ Regulated Drains – practical experience
  - Inventory of drain tiles by length and by year of acceptance or installation
  - Often use of average tile diameter
  - Current replacement cost different than traditional storm sewer systems with structures – catch basins, manholes, inlets, etc.
  - Exclusion of easements
  - Usually a 100 year estimated useful life

# Inventory example

Inventory columns A, B, C, D, E, G

Urban/Local Roads Calculations													RDV for Urban/Local Roads Calculations						
RoadName	From	To	Length (miles)	Width (ft)	Year Constructed (Before 1980 go to middle of decade)	Length x Width (sqm <sup>2</sup> )	Replacement Cost Total (\$)	*Deflation for Year Constructed	**Historical Total Cost (\$)	Asset Life (years)	*** Annual Depreciation (\$)	Accumulated Depreciation (\$)	Net Book Value (\$)	****Weighted Average Width of RDV (ft) (Use 43.4 ft value if not known)	RDV Area (Acres)	Total Fall Value per Acre for RDV (\$)	*****Deflation for Year Acquired for RDV (Used CFI Deflator)	Historical Cost at Value of RDV (\$)	
11	Madison	500E	500E	22	20	2003	25,985	\$14,050.00	1.00	\$14,050.00	50	\$28,102	\$57,244	\$1,771,141	43.4	114	\$26,637	1.000	\$266,437
12	Jerry	Union Ch	Marsh	13	22	1993	24,277	\$1,259,537	0.91	\$1,237,170	50	\$24,744	\$48,445	\$1,088,725	43.4	10.0	\$23,321	0.905	\$208,440
13	Alton	SR1	Ohio Rd	33	25	2008	52,275	\$2,327,250	0.97	\$2,258,445	50	\$45,169	\$25,343	\$2,095,414	43.4	10.0	\$45,300	0.956	\$188,625
14	Put	CH 281	Front	03	25	1940	15,563	\$7,100,000	0.69	\$4,905,300	50	\$98,106	\$16,862	\$4,888,438	43.4	4.7	\$103,000	0.932	\$111,020
15	Pop	Summ	500 E	27	22	1965	24,566	\$1,321,972	0.97	\$1,285,435	50	\$25,709	\$12,740	\$1,272,695	43.4	14.2	\$127,298	0.975	\$124,713
16	Clear	Marsh Rd	500E	7.9	20	1959	31,761	\$5,338,300	0.72	\$3,700,221	50	\$74,004	\$1,148,007	\$2,552,214	43.4	41.4	\$257,448	0.974	\$184,454
17	David	Marsh	Front	16	22	1969	18,264	\$1,077,330	0.63	\$672,300	50	\$13,446	\$12,200	\$660,100	43.4	7.9	\$181,821	0.625	\$55,370
19	Eastover	Freelane	600E	4.0	25	2003	38,872	\$4,960,222	0.99	\$4,912,422	50	\$98,248	\$294,424	\$4,617,998	43.4	22.2	\$722,451	0.970	\$722,972
19	Farmland	Wor	SR 14	0.7	22	1964	3,844	\$50,862	0.88	\$44,552	50	\$8,910	\$7,522	\$37,030	43.4	2.7	\$28,955	0.947	\$18,405
20	Walton	Freelane	250S	2.7	25	1968	33,234	\$2,195,424	0.87	\$1,907,222	50	\$38,144	\$76,288	\$1,830,934	43.4	14.2	\$127,298	0.975	\$177,113
21	St	SR 40	250S	7.8	22	1976	68,168	\$5,052,480	0.86	\$4,305,332	50	\$86,107	\$1,221,037	\$3,084,295	43.4	42.8	\$257,245	0.925	\$122,244
22	Newton	SR5	Wor	1.5	20	1974	12,424	\$329,744	0.56	\$185,244	50	\$3,705	\$19,755	\$133,489	43.4	7.8	\$153,821	0.925	\$101,428
23	Lagor	Front	Freelane	6.0	20	1964	70,800	\$1,760,076	0.87	\$1,528,264	50	\$30,565	\$553,140	\$1,472,924	43.4	32.2	\$722,451	0.975	\$123,024
24	Moss	Marsh Rd	Ohio Rd	0.1	25	1952	3,164	\$563,004	0.66	\$374,951	50	\$7,499	\$14,998	\$358,953	43.4	2.7	\$28,955	0.927	\$15,505
45	If more rows are added please change the total sum equation.													Total Sum	\$257,425	\$4,706,492	\$3,201,419	Total Sum	\$2,856,253

# When were assets acquired?

- ◆ Roads – by mile and square yard of surface by functional class by year
- ◆ Bridges – by individual bridge by year of construction or re-construction
- ◆ Water and Sewer Systems – length in feet by year of installation
- ◆ Storm Drainage Systems – length in feet by year of installation
- ◆ Regulated Drains – length in feet by year of installation
- ◆ Streetlights – number by year of installation
- ◆ Traffic Signals – by intersection by year of installation
- ◆ Rights-of-way – by number of acres acquired by year (caution – year of acquisition may be different for older roads and we should note that the IN LTAP worksheets make assumption that rights-of-way were acquired when road was constructed)

# Allocation and aging example

Aging column F

Road Name	From	To	Length (miles)	Width (ft)	Year Constructed (before 1980 go to middle of decade)	Urban Local Roads Calculations										RDV for Urban Local Roads Calculations				
						Length * Width (sq-ft)	Replacement Cost Total (\$)	*Deflation for Year Constructed	**Historical Total Cost (\$)	Asset Life (years)	*** Annual Depreciation (\$)	Accumulated Depreciation (\$)	Net Book Value (\$)	**** Weighted Average Annual RDV (P1) (Use \$/ft value (1/1000) times)	RDV/ Area (Acres)	Total As Value per Acre for RDV (\$)	***** Deflation for Year Acquired for RDV (Use CFI Deflator)	Historical Coefficient Value of RDV (\$)		
10 Madison	600E	600E	22	20	2003	21,955	\$143,055	1.00	\$143,055	55	\$260,022	\$57,244	\$127,311	43.4	16	\$288,897	1.000	\$288,897		
12 Jones	Union Ch.	March	13	20	1999	24,272	\$1,353,572	0.91	\$1,231,749	50	\$24,744	\$941,411	\$1,006,715	43.4	30.2	\$238,201	0.305	\$238,445		
13 Aron	SR1	Ohio Rd.	28	25	2006	52,512	\$1,327,232	0.87	\$2,330,495	50	\$96,780	\$1,234,715	\$2,565,210	43.4	10.9	\$136,267	0.136	\$468,658		
14 Paul	CH 283	French	63	25	1940	11,363	\$721,888	0.68	\$49,363	50	\$8,868	\$68,868	\$1,136,756	43.4	4.7	\$103,038	0.362	\$110,102		
15 Papp	Samson	600E	27	20	1980	24,840	\$1,133,372	0.87	\$1,004,438	50	\$8,868	\$142,748	\$1,147,186	43.4	16.2	\$122,299	0.175	\$197,712		
16 Deer Track	Manick Rd.	600E	7.9	20	1997	11,760	\$5,700,000	0.72	\$7,760,000	50	\$74,000	\$194,797	\$2,426,214	43.4	4.6	\$187,849	0.174	\$148,596		
17 David	March	French	15	22	1900	13,860	\$107,338	0.63	\$12,200	50	\$12,200	\$12,200	\$1,136,756	43.4	7.9	\$181,832	0.036	\$6,730		
18 Sandover	Twelake	600E	4.8	25	2002	60,912	\$1,348,032	0.98	\$4,980,432	50	\$99,608	\$264,432	\$4,186,388	43.4	32.2	\$728,416	0.153	\$112,852		
19 Farnham	600E	SR14	57	20	1964	1,144	\$50,882	0.95	\$19,102	60	\$7,864	\$19,102	\$1,136,756	43.4	3.7	\$14,255	0.147	\$10,428		
20 Watson	Twelake	2505	27	25	1960	20,264	\$1,091,424	0.87	\$1,073,222	50	\$7,864	\$174,184	\$1,210,406	43.4	16.2	\$122,299	0.175	\$197,712		
21 St	SR18	2505	7.9	20	1976	15,840	\$1,015,008	0.96	\$2,026,056	50	\$96,780	\$1,029,276	\$1,916,056	43.4	11.6	\$187,849	0.205	\$176,847		
22 Newton	SR1	SR19	18	20	1974	17,424	\$178,744	0.88	\$1,052,288	50	\$7,020	\$17,788	\$183,462	43.4	7.9	\$181,832	0.205	\$11,243		
23 Taylor	French	Twelake	41	20	1984	70,880	\$1,360,320	0.87	\$1,244,840	50	\$14,496	\$88,140	\$1,422,980	43.4	22.2	\$728,416	0.175	\$120,014		
24 Papp	Manick Rd.	Ohio Rd.	9.7	25	1930	15,840	\$50,880	0.65	\$34,950	50	\$14,496	\$14,496	\$1,136,756	43.4	3.7	\$14,255	0.077	\$10,502		
45											Total Sum		\$251,610	\$4,708,430	\$10,300,430	Total Sum		\$2,086,265		
46											If more rows are added please change the total sum equation.									



## What did we pay for assets?

Process of normal costing or estimating historical cost involves the application of cost deflators to replacement cost (provided by IN LTAP/Government Fixed Asset Services, Inc.). Per line or unit of measure, then, a deflator corresponding to estimated year of acquisition is applied.

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## What did we pay for assets?

**Replacement cost** (unit costs provided by IN LTAP/Government Fixed Asset Services, Inc.) reflects various functional classes including rural local roads at \$28/sq. yd., storm sewers at \$73/ft., streetlights at \$5,000 per fixture, bridges at \$106/sq. ft. of deck, etc.

Regulated Drains vary per County Surveyors at \$15 to \$30 to \$35 or more per foot depending on tile diameter (again, many Counties use an average diameter, hence, one replacement cost)

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## What did we pay for assets?

- ◆ General infrastructure worksheets as provided by IN LTAP/Government Fixed Asset Services, Inc. will automatically match year of acquisition or construction with deflator (deflators are by year from 1980 to current and averaged by decade for pre-1980 assets)

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## What did we pay for assets?

- ◆ General infrastructure worksheets as provided by IN LTAP/Government Fixed Asset Services, Inc. are as of 2003 and it should be noted that for 2004 and 2005 the deflator = 's '1' (no deflation) and 2006 and 2007 are to be actual historical cost

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# Costing example

Costing columns H, I, J

Urban Local Roads Calculations													RCV for Urban Local Roads Calculations						
RoadName	From	To	Length (miles)	Width (ft)	Year Constructed (before 1990 go to middle of decade)	Length/Width (sqft)	Replacement Cost Total (\$)	**Depreciation for Year Constructed	**Historical Total Cost (\$)	Asset Life (years)	**Annual Depreciation (\$)	Accumulated Depreciation (\$)	Net Book Value (\$)	***Weighted Average Value of RCV (in \$/line if value is not known)	Road Area (Acres)	Total Fair Value per Acre for RCV (\$)	**Depreciation for Year Acquired for RCV (line or CPV Depreciation)	Historical Cost as Value of RCV (\$)	
18	Madison	500E	600E	2.2	28	2000	25,595	\$1,419,891	1.00	\$14,198.91	50	\$7,099.45	\$1,348,891	41.4	0.6	\$22,922.25	1,500	\$264,437	
19	Jerry	Union Ck	Marsh	1.8	22	1989	14,219	\$1,088,937	0.81	\$2,227.95	50	\$11,139.75	\$977,537	41.4	0.10	\$1,212.50	0.595	\$108,445	
20	Alton	SR11	Ohio Rd	3.6	28	2000	62,742	\$1,827,210	0.97	\$2,238,498	50	\$11,192.49	\$716,210	41.4	0.10	\$1,212.50	0.535	\$90,400	
21	Full	CP1 201	French	0.9	28	1949	11,263	\$718,899	0.59	\$48,363	50	\$24,181.50	\$670,718	41.4	4.7	\$16,000.00	0.62	\$18,520	
22	Fogg	Tator	ROE E	2.7	22	1985	18,500	\$1,331,973	0.77	\$2,121.45	50	\$10,607.25	\$1,221,366	41.4	0.1	\$1,212.50	0.58	\$87,111	
23	Deer Track	Manick Rd	600E	7.9	28	1989	11,765	\$5,138,389	0.72	\$3,700.02	50	\$18,500.10	\$3,238,389	41.4	0.10	\$1,212.50	0.574	\$149,426	
24	Dixon	Marsh	French	1.5	22	1989	18,842	\$1,073,389	0.63	\$3,200	50	\$16,000	\$1,057,389	41.4	7.9	\$16,000.00	0.575	\$85,370	
25	Sandover	Tremane	500E	4.1	28	2000	18,970	\$4,863,021	0.99	\$4,984.42	50	\$24,922.10	\$4,313,821	41.4	0.22	\$1,212.50	0.579	\$123,852	
26	Fairland	W/W	SR 14	0.7	22	1964	8,844	\$500,842	0.48	\$78,152	80	\$9,769.00	\$401,082	41.4	0.7	\$14,000.00	0.47	\$12,405	
27	Walton	Tremane	250S	2.7	25	1966	23,244	\$1,195,474	0.77	\$373,222	50	\$18,661.10	\$1,006,812	41.4	0.6	\$1,212.50	0.575	\$107,710	
28	De	SR 18	250S	7.9	22	1975	161,842	\$5,452,180	0.56	\$2,056,050	50	\$10,280.25	\$4,396,130	41.4	0.18	\$1,212.50	0.595	\$122,847	
29	Newton	SR3	W/W	1.5	28	1974	17,474	\$757,744	0.56	\$5,202,240	50	\$26,011.20	\$681,544	41.4	7.9	\$18,000.00	0.595	\$11,749	
30	Taggart	French	Tremane	1.8	28	1968	10,288	\$1,360,250	0.77	\$4,154	50	\$20,770	\$1,339,480	41.4	0.2	\$1,212.50	0.58	\$120,504	
31	Forest	Manick Rd	Ohio Rd	0.7	28	1992	10,544	\$519,894	0.96	\$14,951	50	\$7,475.50	\$492,419	41.4	0.7	\$14,000.00	0.577	\$8,508	
46	If more rows are added please change the total sum equation.													Total Sum:	\$25,724,212	\$4,736,493	\$1,207,429	Total Sum:	\$2,896,455

# Methods for Calculating Depreciation

- ◆ Depreciation for GASB Statement No. 34 reporting is to be calculated as to annual depreciation, accumulated depreciation, and net book value
- ◆ The IN LTAP/Government Fixed Asset Services, Inc. worksheets have installed in them the depreciation formulas for calculation of annual depreciation, accumulated depreciation, and net book value
- ◆ Caution – use IN LTAP and Government Fixed Asset Services, Inc. GASB Statement No. 34 General Infrastructure Manual – *Version II*

# Depreciation example

Depreciation columns K, L, M, N

9	Urban Local Roads Calculations										RCV for Urban Local Roads Calculations								
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
	RoadName	From	To	Length (miles)	Width (ft)	Year Constructed (before 1990 go to middle of decade)	Length x Width (sqft)	Replacement Cost Total (\$)	*Deflation for Year Constructed	**Historical Total Cost (\$)	***Asset Life (years)	****Annual Depreciation (\$)	*****Accumulated Depreciation (\$)	*****Net Book Value (\$)	*****Weighted Average Value of RCV (p. 1) (Use 4.0 if value is not known)	RCV Area (Acres)	Total Fair Value per Acre for RCV (\$)	*Deflation for Year Acquired for RCV (Used CP)	Historical Coeff as Value of RCV (\$)
10	Madison	600E	600E	2.3	26	2000	25,958	\$143,039	1.00	\$143,039	50	\$2,861	\$97,244	\$1,373,844	43.8	31.8	\$32,887	1.000	\$328,887
11	Wells	Union Ch.	Hayth	1.9	26	1999	24,272	\$1,259,237	0.99	\$1,227,774	50	\$24,555	\$46,045	\$1,060,711	43.8	30.0	\$25,356	0.995	\$253,456
12	Akron	SR1	Ohio Rd.	3.4	26	2000	52,272	\$2,327,232	0.97	\$2,258,449	50	\$45,169	\$293,342	\$2,555,414	43.8	30.0	\$43,307	0.936	\$408,468
13	Pugh	CP 203	Finch	0.3	26	1940	12,300	\$71,000	0.89	\$63,393	50	\$1,268	\$65,963	\$6,037	43.8	4.7	\$10,550	0.930	\$10,550
14	Pope	Edson	600E	2.1	26	1968	34,500	\$1,937,971	0.93	\$1,801,438	50	\$36,029	\$252,743	\$465,637	43.8	34.2	\$222,200	0.935	\$222,200
15	Deer Track	Maneck Rd.	600E	7.9	26	1992	95,764	\$5,578,390	0.72	\$2,700,021	50	\$54,000	\$1,944,007	\$2,526,074	43.8	41.6	\$197,848	0.874	\$198,456
16	Chapel	Maneck	Finch	1.8	26	1969	31,848	\$1,077,238	0.93	\$1,021,208	50	\$20,424	\$122,209	\$21,784	43.8	7.6	\$101,523	0.938	\$101,523
17	Sandover	Treadwell	600E	4.3	26	2002	68,972	\$4,363,532	0.99	\$4,363,432	50	\$87,269	\$244,424	\$4,608,506	43.8	32.2	\$73,455	0.920	\$733,633
18	Parmaland	SR 34	SR 34	0.7	26	1984	1,844	\$50,882	0.88	\$44,552	50	\$891	\$47,661	\$17,121	43.8	3.7	\$18,955	0.947	\$18,409
19	Madison	Treadwell	2500	2.3	26	1968	30,568	\$1,278,424	0.93	\$1,201,233	50	\$24,025	\$176,044	\$197,038	43.8	34.2	\$122,200	0.935	\$122,200
20	SI	SR 40	2500	7.9	26	1975	100,942	\$5,452,870	0.76	\$2,078,021	50	\$41,560	\$1,221,907	\$194,095	43.8	41.6	\$197,848	0.895	\$172,947
21	Madison	SR 2	SR 2	1.8	26	1974	37,424	\$872,744	0.76	\$201,249	50	\$4,025	\$22,739	\$181,462	43.8	7.6	\$101,523	0.935	\$101,523
22	Taggart	Finch	Treadwell	4.1	26	1964	70,868	\$1,368,626	0.93	\$874,344	50	\$17,487	\$55,143	\$121,422	43.8	32.2	\$73,455	0.935	\$73,455
23	Pope	Maneck Rd.	Ohio Rd.	0.7	26	1932	9,344	\$563,884	0.66	\$34,951	50	\$699	\$34,951	\$34,951	43.8	3.7	\$18,955	0.977	\$18,955
45																			
	In some rows are added please change the total sum equation.											Total Sum	\$297,812	\$4,738,432	\$13,381,439		Total Sum	\$2,886,263	

# Rights-of-Way example

Rights-of-Way columns O, P, Q, R, S

9	Urban Local Roads Calculations										RCV for Urban Local Roads Calculations								
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
	RoadName	From	To	Length (miles)	Width (ft)	Year Constructed (before 1990 go to middle of decade)	Length x Width (sqft)	Replacement Cost Total (\$)	*Deflation for Year Constructed	**Historical Total Cost (\$)	***Asset Life (years)	****Annual Depreciation (\$)	*****Accumulated Depreciation (\$)	*****Net Book Value (\$)	*****Weighted Average Value of RCV (p. 1) (Use 4.0 if value is not known)	RCV Area (Acres)	Total Fair Value per Acre for RCV (\$)	*Deflation for Year Acquired for RCV (Used CP)	Historical Coeff as Value of RCV (\$)
10	Madison	600E	600E	2.3	26	2000	25,958	\$143,039	1.00	\$143,039	50	\$2,861	\$97,244	\$1,373,844	43.8	31.8	\$32,887	1.000	\$328,887
11	Wells	Union Ch.	Hayth	1.9	26	1999	24,272	\$1,259,237	0.99	\$1,227,774	50	\$24,555	\$46,045	\$1,060,711	43.8	30.0	\$25,356	0.995	\$253,456
12	Akron	SR1	Ohio Rd.	3.4	26	2000	52,272	\$2,327,232	0.97	\$2,258,449	50	\$45,169	\$293,342	\$2,555,414	43.8	30.0	\$43,307	0.936	\$408,468
13	Pugh	CP 203	Finch	0.3	26	1940	12,300	\$71,000	0.89	\$63,393	50	\$1,268	\$65,963	\$6,037	43.8	4.7	\$10,550	0.930	\$10,550
14	Pope	Edson	600E	2.1	26	1968	34,500	\$1,937,971	0.93	\$1,801,438	50	\$36,029	\$252,743	\$465,637	43.8	34.2	\$222,200	0.935	\$222,200
15	Deer Track	Maneck Rd.	600E	7.9	26	1992	95,764	\$5,578,390	0.72	\$2,700,021	50	\$54,000	\$1,944,007	\$2,526,074	43.8	41.6	\$197,848	0.874	\$198,456
16	Chapel	Maneck	Finch	1.8	26	1969	31,848	\$1,077,238	0.93	\$1,021,208	50	\$20,424	\$122,209	\$21,784	43.8	7.6	\$101,523	0.938	\$101,523
17	Sandover	Treadwell	600E	4.3	26	2002	68,972	\$4,363,532	0.99	\$4,363,432	50	\$87,269	\$244,424	\$4,608,506	43.8	32.2	\$73,455	0.920	\$733,633
18	Parmaland	SR 34	SR 34	0.7	26	1984	1,844	\$50,882	0.88	\$44,552	50	\$891	\$47,661	\$17,121	43.8	3.7	\$18,955	0.947	\$18,409
19	Madison	Treadwell	2500	2.3	26	1968	30,568	\$1,278,424	0.93	\$1,201,233	50	\$24,025	\$176,044	\$197,038	43.8	34.2	\$122,200	0.935	\$122,200
20	SI	SR 40	2500	7.9	26	1975	100,942	\$5,452,870	0.76	\$2,078,021	50	\$41,560	\$1,221,907	\$194,095	43.8	41.6	\$197,848	0.895	\$172,947
21	Madison	SR 2	SR 2	1.8	26	1974	37,424	\$872,744	0.76	\$201,249	50	\$4,025	\$22,739	\$181,462	43.8	7.6	\$101,523	0.935	\$101,523
22	Taggart	Finch	Treadwell	4.1	26	1964	70,868	\$1,368,626	0.93	\$874,344	50	\$17,487	\$55,143	\$121,422	43.8	32.2	\$73,455	0.935	\$73,455
23	Pope	Maneck Rd.	Ohio Rd.	0.7	26	1932	9,344	\$563,884	0.66	\$34,951	50	\$699	\$34,951	\$34,951	43.8	3.7	\$18,955	0.977	\$18,955
45																			
	In some rows are added please change the total sum equation.											Total Sum	\$297,812	\$4,738,432	\$13,381,439		Total Sum	\$2,886,263	

## Prospective Reporting

- ◆ General infrastructure worksheets will need to be updated each year in the future to reflect additions and retirements
- ◆ General fixed asset worksheets will need to be updated each year in the future to reflect additions and retirements
- ◆ Depreciation as to annual depreciation, accumulated depreciation, and net book value must be updated to the end of the new fiscal year end

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## Prospective Reporting

- ◆ IN LTAP/Government Fixed Asset Services, Inc. worksheets include depreciation formulas for the calculation of annual depreciation, accumulated depreciation, and net book value
- ◆ IN LTAP/Government Fixed Asset Services, Inc. worksheets will calculate depreciation through the end of the year
- ◆ Straight-line method, full-year convention, no salvage value (ref. policy)

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## Prospective Reporting

- ◆ Worksheets are a tool to be used in updating general infrastructure financial reporting information through the end of the year
- ◆ Process of updating involves making a copy of current worksheets and then adding additions and deleting retirements (need to subtotal additions and retirements each year for auditors and financial reporting)
- ◆ When worksheets are updated and re-named to the current year end, the depreciation calculation will be updated to the new fiscal year end automatically

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## General Infrastructure – Ownership (footnote) per GASB 34 ...

Governments that have the primary responsibility for managing an infrastructure asset should report the asset.

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Capital Assets – general capital assets – not to be forgotten (GASB Statement No. 34 includes ‘all’ governmental assets)

- ◆ Land
- ◆ Land Improvements
- ◆ Buildings
- ◆ Building improvements
- ◆ Machinery and Equipment
- ◆ Vehicles
- ◆ Works of art
- ◆ Other tangible and intangible assets

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## General Capital Assets

- ◆ Importance of policy
  - Generally all land is included
  - Capitalization threshold for building improvements
  - Capitalization threshold for machinery and equipment
  - Generally all vehicles are included
- ◆ Practical considerations

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## Effective Date

Depending on total annual revenues, governments will apply the Statement beginning with fiscal years ending after June 15, 2002, 2003, or 2004

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## Effective Date

For the retroactive reporting of infrastructure, governments are allotted *an additional four years* beyond the effective date of the Statement to do so. This means for fiscal years ending after June 15, 2006, **2007**, 2008.

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## Summary and Conclusion

Indiana Local Transportation Assistance  
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