WEST VIRGINIA DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS

A COMPONENT UNIT OF THE STATE OF WEST VIRGINIA AND
WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

AUDITED FINANCIAL STATEMENTS
WITH ADDITIONAL INFORMATION

YEAR ENDED JUNE 30, 2005
AND
INDEPENDENT AUDITORS' REPORTS

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Suttle & Stalnaker
CERTIFIED PUBLIC ACCOUNTANTS

Business Advisors and Consultants

INDEPENDENT AUDITORS' REPORT

Joint Committee on Government and Finance
West Virginia Legislature

We have audited the accompanying financial statements of the governmental activities and each major fund, of the West Virginia Department of Transportation, Division of Highways, as of and for the year ended June 30, 2005, which collectively comprise the West Virginia Department of Transportation, Division of Highway's basic financial statements as listed in the table of contents. These financial statements are the responsibility of the West Virginia Department of Transportation, Division of Highways' management. 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 *Governmental Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinions.

As discussed in Note 1, the financial statements of the West Virginia Department of Transportation, Division of Highways are intended to present the financial position and the changes in financial position of only that portion of the governmental activities and each major fund of the West Virginia Department of Transportation and of the State of West Virginia, that is attributable to the transactions of the Division of Highways. They do not purport to, and do not, present fairly, the financial position of the West Virginia Department of Transportation or the State of West Virginia as of June 30, 2005 and the changes in their financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and each major fund of the West Virginia Department of Transportation, Division of Highways, as of June 30, 2005, and the respective changes in financial position thereof and the respective budgetary comparison for the State Road (General) Fund for the year then ended in conformity with accounting principles generally accepted in the United States of America.

In accordance with *Government Auditing Standards,* we have also issued a report dated September 19, 2005 on our consideration of the West Virginia Department of Transportation, Division of Highways' 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* and should be considered in assessing the results of our audit.

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The management's discussion and analysis on pages 5 through 13 is not a required part of the basic financial statements but is supplementary information required by accounting principles generally accepted in the United States of America. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Suttle & Stalnaker, PLLC

September 19, 2005

MANAGEMENT’S DISCUSSION AND ANALYSIS

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION,
DIVISION OF HIGHWAYS
MANAGEMENT'S DISCUSSION AND ANALYSIS

This section of the West Virginia Department of Transportation, Division of Highways (Division) annual financial report presents our discussion and analysis of the Division's financial performance during the fiscal year that ended June 30, 2005. This section introduces the basic financial statements and provides an analytical overview of the Division's financial activities. Please read it in conjunction with the Division's financial statements, which immediately follow this section.

FINANCIAL HIGHLIGHTS - PRIMARY GOVERNMENT

Net Assets - The Division's total combined net assets are $6.3 billion as of the close of fiscal year 2005.

Changes in Net Assets - During the year the Divisions' Net Assets increased $236 million or 3.88%. This percentage of increase is not an improvement over the prior year, when Net Assets increased $251 or 4.30%.

Revenues and Expenses - Total revenues increased by $53.1 million or 5.27%. Total expenditures increased $68.3 million or 9.03%. There were no significant changes in the programs carried out by the Division during the year.

Governmental Funds - Fund Balances - As of the close of fiscal year 2005, the Division's governmental funds reported combined total fund equity of $218 million, an increase of $25 million in comparison with the prior year. Of this total amount, $187 million represents the "unreserved fund balances" with substantially all of that in the general fund. This is approximately 18.02% of the total governmental fund expenditures for the year.

Long-term Debt - The Division's total outstanding general obligation bonds, net of bond premiums, increased by $2.8 million .56% during the current fiscal year. There was a bond refinancing in May 2005.

OVERVIEW OF THE BASIC FINANCIAL STATEMENTS

The discussion and analysis serves as an introduction to the Division's basic financial statements. The Division's basic financial statements are comprised of three components, government-wide financial statements, fund financial statements, and notes to the financial statements.

Government-wide Statements

Government-wide financial statements provide both long-term and short-term information about the Division's financial condition. Changes in the Division's financial position may be measured over time by increases and decreases in the Statement of Net Assets. Information on how the Division's net assets changed during the fiscal year is presented in the Statement of Activities.

Fund Financial Statements

The fund financial statements focus on the individual parts of the Division, reporting the Division's operations in more detail than the government-wide financial statements. Fund financial statements can include the statements for governmental, proprietary, and fiduciary funds. The Division has only governmental funds.

Notes to the Financial Statements

Notes to the financial statements provide additional information that is essential to the full understanding of the data provided in the government-wide and fund financial statements.

Refer to Note 1 of the financial statements for more detailed information on the elements of the financial statements. The following Table summarizes the major features of the basic financial statements:

Major Features of the Basic Financial Statements

	Government-wide Financial Statements	Fund Financial Statements
Scope	Entire Division	Activities of the Division that are not proprietary or fiduciary
Required financial statements	• Statement of net assets • Statement of activities	• Balance sheet • Statement of revenues, expenditures, and changes in fund balances
Accounting basis and measurement focus	Accrual accounting and economic resources focus	Modified accrual accounting and current financial resources focus
Type of asset/liability information	All assets and liabilities, both financial and capital, and short-term and long-term	Only assets expected to be depleted and liabilities that come due during the year or soon thereafter; no capital assets included
Type of inflow/outflow information	All revenues and expenses during the year, regardless of when cash is received or paid	• Revenues for which cash is received during or soon after the end of the year • Expenditures when goods or services have been received and payment is due during the year or soon thereafter.

CONDENSED FINANCIAL INFORMATION

Condensed Statement of Net Assets

The following condensed financial information was derived from the government-wide statement of net assets and summarizes the Division's net assets as of June 30, 2005 and 2004 (amounts in thousands).

Net Assets as of June 30

	2005	2004	% Change
Total current assets	$ 310,074	$ 284,366	9.04%
Capital assets, net of accumulated depreciation	6,693,030	6,477,473	3.33%
Other non-current assets	2,766	2,855	(3.12%)
Total assets	7,005,870	6,764,694	3.57%
Total current liabilities	135,160	137,734	(1.87%)
Long term liabilities	543,154	535,465	1.44%
Total liabilities	678,314	673,199	.76%
Invested in capital assets, net of related debt	6,193,029	5,980,261	3.56%
Unrestricted	134,527	111,234	20.94%
Total net assets	$ 6,327,556	$ 6,091,495	3.88%

The largest component (97.87%) of the Division's net assets reflects its investment in capital assets (e.g. land, buildings, equipment, infrastructure and others) less any related debt outstanding (excluding debt proceeds that have yet to be expended for infrastructure construction) that was needed to acquire or construct the assets. The Division uses these capital assets to provide services to the citizens and businesses in the State; consequently, these net assets are not available for future spending. The remaining portion, unrestricted net assets, may be used at the Division's discretion.

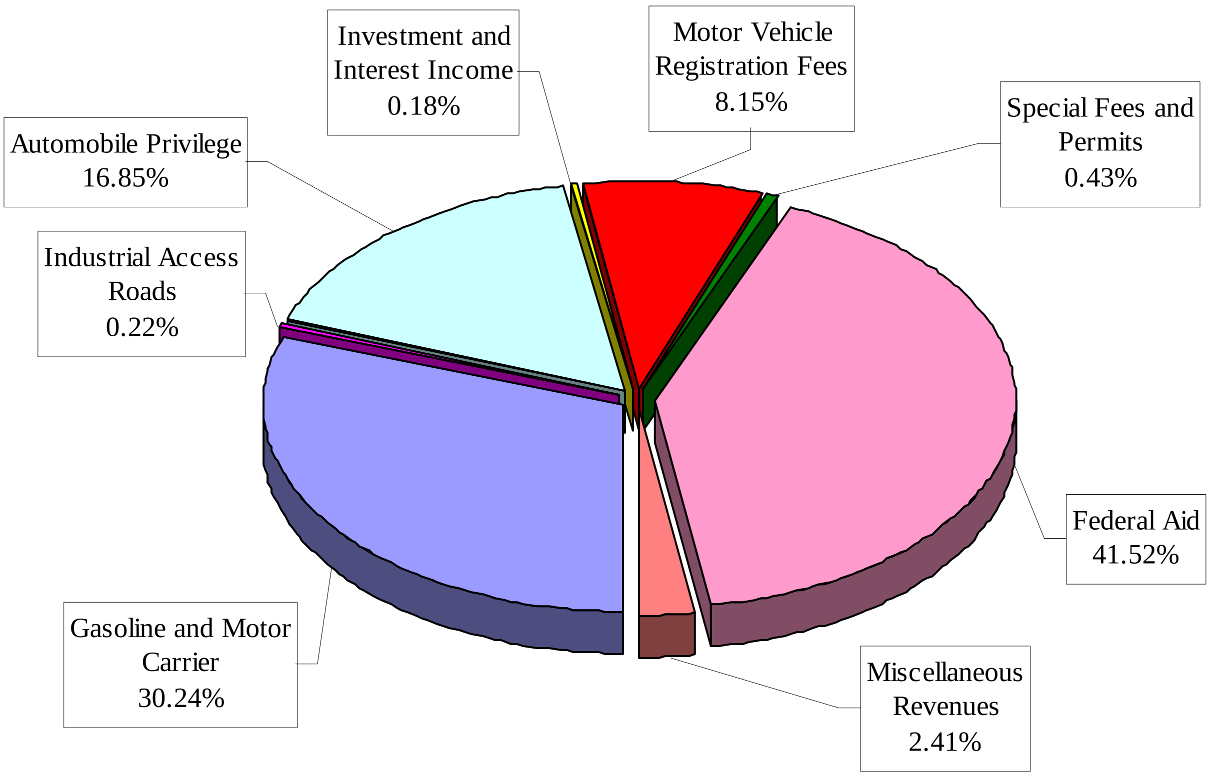
Condensed Statement of Activities

The following condensed financial information was derived from the government-wide statement of activities and reflects how the Division's net assets changed during the fiscal year (amounts in thousands):

	2005	2004	% Change
Revenues			
Taxes	$ 499,654	$ 477,159	4.71%
Licenses, fees and permits	86,466	81,577	5.99%
Investment and interest income	1,906	1,542	23.61%
Miscellaneous revenues	25,589	15,165	68.74%
Total general revenues	613,615	575,443	6.63%
Federal aid	440,579	424,647	3.75%
Industrial access roads	2,351	3,465	(32.15%)
Charges for service	4,554	4,461	2.08%
Total program revenues	447,484	432,573	3.45%
Total revenues	1,061,099	1,008,016	5.27%
Expenses			
Road maintenance	322,399	302,325	6.64%
Other road operations	382,831	364,645	4.99%
General and administration	67,458	59,163	14.02%
Bond interest and premium	49,660	26,525	87.22%
Unallocated depreciation	2,690	4,046	(33.51%)
Total expenses	825,038	756,704	9.03%
Change in net assets	236,061	251,312	(6.07%)
Net assets, beginning	6,091,495	5,840,183	4.30%
Net assets, ending	$ 6,327,556	$ 6,091,495	3.88%

Over time, increases and decreases in net assets measure whether the Division's financial position is improving or deteriorating. During the fiscal year, the net assets of the governmental activities increased by $236 million or 3.88% percent.

The following chart depicts the revenues of the Division for the fiscal year.



Total revenues increased by approximately $53.1 million. Total tax revenues increased by approximately $22.5 million with the majority of the increase ($17 million or 75.38%) due to a change in the motor fuel excise tax collection procedures. Federal aid revenue increased by approximately $16 million or 3.75%. The following summarizes revenues for the years ended June 30, 2005 and June 30, 2004 (amounts in thousands):

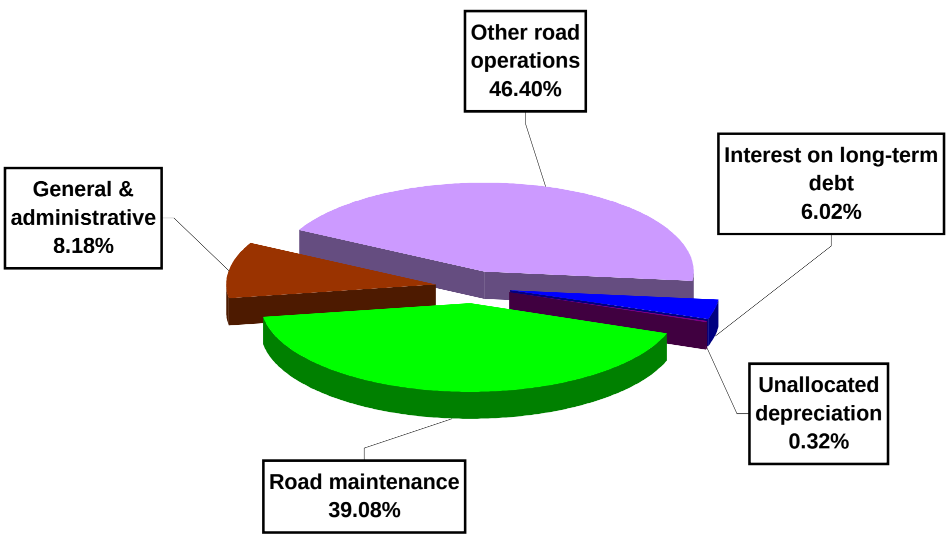
	2005	2004	Increase (decrease)	% Increase (decrease)
Motor fuel excise tax	$ 320,891	$ 275,471	$ 45,420	16.49%
Wholesale motor fuel tax	-	28,463	(28,463)	(100.00%)
Industrial access roads	2,351	3,465	(1,114)	(32.15%)
Automobile privilege tax	178,763	173,225	5,538	3.20%
Motor vehicle registration fees	86,466	81,577	4,889	5.99%
Special fees and permits	4,554	4,461	93	2.08%
Federal aid	440,579	424,647	15,932	3.75%
Investment and interest income	1,906	1,542	364	23.61%
Miscellaneous revenues	25,589	15,165	10,424	68.74%
	$ 1,061,099	$ 1,008,016	$ 53,083	5.27%

The Division's primary sources of revenue for funding of ongoing administration of the Division, general maintenance and construction of the State Road System and for providing resources to match available Federal funds are derived from fuel taxes, automobile privilege taxes, motor vehicle registration and license fees, net of costs incurred by the Division of Motor Vehicles in collecting funds for deposit into the State Road Fund.

Although tax collections grew during the past five fiscal years, they did not significantly exceed official estimates. From fiscal year 2001 through fiscal year 2005, actual cash revenues exceeded estimates by only 1.18%. While those extra dollars allowed the Division to deal with unexpected expenses, such as major floods and severe winter weather, they did not permit the Division to undertake many new projects. In fact, some areas of expenditures were reduced during periods of less than desirable fund equity levels. Revenues are projected to remain relatively flat through fiscal year 2007, while at the same time it is anticipated that nondiscretionary costs will continue to rise. As a consequence, many programs that are operated by the Division will experience little, if any, increase in the foreseeable future and some programs may revert to lower funding levels.

The Division also relies on federal funds as a source of revenue. The federal aid is obtained in the form of reimbursable grants. Federal transportation legislation and special spending authorizations provide funds that are available for obligation by the Federal Government in specific years, and the Division expects to continue to fully obligate available funds, thus ensuring that it captures all federal dollars. Revenue under these grants is recognized when expenditures occur on specific projects that have qualified for federal participation. Federal funds received during 2005 were authorized under the "Transportation Equity Act for the 21st Century" (TEA 21). TEA 21 expired September 2003 and the United States Congress passed a new Highway Transit Bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The impact of SAFETEA-LU on West Virginia is significant, increasing non-discretionary federal funding by nearly 26% over TEA 21 levels.

The following chart depicts expenses of the Division for the fiscal year.



Total expenses increased by approximately $68.3 million (9.03%). The following summarizes expenditures for the years ended June 30, 2005 and June 30, 2004 (amounts in thousands):

	2005	2004	Increase (decrease)	% Increase (decrease)
Road maintenance	$ 322,399	$ 302,325	$ 20,074	6.64%
Other road operations	382,831	364,645	18,186	4.99%
General and administration	67,458	59,163	8,295	14.02%
Bond interest and premium	49,660	26,525	23,135	87.22%
Unallocated depreciation	2,690	4,046	(1,356)	(33.51%)
	$ 825,038	$ 756,704	$ 68,334	9.03%

The maintenance expenses of the Division are comprised primarily of routine maintenance, small bridge repair, and contract paving.

Operating units are allocated yearly amounts for routine maintenance. The type of routine maintenance expenses incurred is dependent, to a degree, on the level of snow and ice removal that is required in a given year.

Other road operations expenditures reported in the Government-Wide Financial Statements include the total expended for all other road operations and small construction activities that fail to meet the criteria established for capitalization as infrastructure assets. A discussion of the change in actual funds expended is included in the financial analysis of the Division's Fund Financial Statements below.

FINANCIAL ANALYSIS OF THE DIVISION'S MAJOR FUNDS

At June 30, 2005, the Division reported fund balances of $218 million. Of this total amount, $187 million, 85.78%, constitutes unreserved fund balance, which is available for appropriation for the general purposes of the funds. The remainder of fund balance is reserved and is not available for new spending because it is dedicated for various commitments, such as inventories.

State Road Fund

The State Road Fund is the Division's General Fund. At the end of the 2005 fiscal year, unreserved fund balance of the General Fund was $187 million and reserved fund balance was $31 million. The total General Fund balance increased $25 million a during the year primarily due to cost containment measures instituted.

Capital Projects Fund

The Capital Projects Fund balance at the end of fiscal year 2004 was $15 thousand, which was all in the rebate arbitrage. The rebate arbitrage was closed in fiscal year 2005 which resulted in a zero fund balance at year end.

State Road (General) Fund and Budgetary Highlights

The Division is dependent on revenues generated from the purchase and use of motor fuel, motor vehicle fees, privilege tax on consumer purchases of motor vehicles, and federal funding generated from motor fuel purchases. Revenues are affected by state and national economic conditions, world events affecting availability and pricing of motor fuel, and fuel consumption rates for motor vehicles. Although average fuel consumption rates for motor vehicles have remained fairly constant over the past several years, any future changes in consumption rates would have a significant impact on revenue collections unless there is a corresponding change to the tax rates or structure. For five of the previous six years, tax and fee revenue collections increased over the previous year. Tax and fee revenue collections increased by approximately $27.4 million in 2005: they increased $6.6 million during the previous year. The following table summarizes tax and fee collections over the past three years (amounts in thousands):

				2005 vs. 2004	
	2003	2004	2005	Change	%Change
Motor fuel excise and wholesale fuel	$ 296,842	$ 303,934	$ 320,891	$ 16,957	5.58%
Motor vehicle registration	85,880	81,577	86,466	4,889	5.99%
Privilege tax	169,431	173,225	178,763	5,538	3.20%
	$ 552,153	$ 558,736	$ 586,120	$ 27,384	4.90%

On January 1, 2004, the gasoline and special fuels excise tax was repealed, and the motor fuel excise tax was imposed on motor fuel. The motor fuel excise tax is the combination of a flat 20.5 cents per invoiced gallon rate and a variable sales and use tax rate of 6.5 cents per invoiced gallon as of January 1, 2005.

Automobile privilege tax collections were positively impacted in 2002 through 2005 by low interest rates and significant incentives offered by automobile manufacturers. It is possible that the automobile privilege taxes could decline significantly when these factors no longer exist.

The Division's actual federal revenue for budgetary purposes for fiscal year 2005 was $413 million, to be used primarily for design, right-of-way and construction of Corridor D, Corridor H, WV 9, U.S. Monongalia/Fayette Expressway and other major corridors including King Coal Highway, Coalfields Expressway, WV 2, and WV 10 and all other federal highways. As previously discussed the recognition of revenue under these grants occurs when expenditures occur on specific projects that have qualified for federal participation. The budgeted amounts for federal revenue and expenditures are based on projects that have been approved and estimates of the timing of each phase of the project. Since the timing of such expenditures are dependent on variables such as the weather, the existence of differing site conditions that require plan modification, or delays caused by environmental issues or the results of public meetings, expenditures often do not occur as planned. Federal revenue in each of the last three years is summarized below (amounts in thousands):

	2003	2004	2005	Change	%Change
Federal reimbursement - budgeted funds	$ 380,079	$ 379,564	$ 428,424	$ 48,860	12.87%
Federal reimbursement - bond funds	23,129	29,830	-	(29,830)	(100.00%)
Federal reimbursement - emergency funds	4,456	15,253	12,155	(3,098)	(20.31%)
Total federal aid	$ 407,664	$ 424,647	$ 440,579	$ 15,932	3.75%

Although it is anticipated that revenues will increase slightly in the next fiscal year, the Division's revenue increases are not projected to keep pace with increases in costs related to retirement, health insurance, increased debt service and other increases that are non-discretionary in nature. As a result, the Division will be required to reduce expenditures on programs that are discretionary and expenditures in these areas will be managed to ensure that the Division maintains a positive fund balance. The fiscal 2006 budget reflects a budgeted decrease in fund balance of approximately $11 million. Management is taking all necessary steps to ensure that the fund balance of the Division is maintained at levels that are adequate to ensure the soundness of the Division and is confident that adequate discretionary items exist to permit the Division to continue to operate in a fiscally sound manner. Under the newly enacted SAFETEA-LU, the Division expects to annually receive an average of $403 million in federal funding. In order to capture the extra federal aid available, the Division will need an additional $15 million annually in state matching funds, which will raise the total needed annually from $86 million to $101 million.

CAPITAL ASSETS AND DEBT ADMINISTRATION

Capital Assets

As of June 30, 2005, the Division had invested $6.7 billion, net of accumulated depreciation, in a range of capital assets (see note 7 for additional details). Depreciation charges for the fiscal year totaled $258 million.

The $216 million increase in capital assets, net of depreciation, reflects the nature of the State's road system. While the Division continues to expand the state road system, these expansions are focused primarily on upgrading existing roadways and completion of Appalachian Highway Corridors. While these are significant construction projects, the additions are offset by $241 million in depreciation of the infrastructure. The Division expended $485 million dollars during the year ended June 30, 2005 for additions to capital assets. Of this amount, $453 million was related to the acquisition of right of way and construction of roads and bridges. Construction costs for completed projects in the amount of $289 million were reclassified from construction in process to roads and bridges. Major construction expenditures during the year included continued construction related to Corridor H in Hardy County, Corridor D in Wood County, upgrade of WV 10 in Logan County, upgrade of WV 2 in Brooke County, widening of I-77, upgrade of WV Route 9 in the Eastern Panhandle, upgrade of US Route 35 in Putnam County and continued environmental studies on various projects in process.

Long-term Debt

The Division has been authorized to issue bonds by constitutional amendments and all bonds are general obligation bonds of the State of West Virginia. All bonds authorized under prior constitutional amendments have been issued. At June 30, 2005, the Division had $468 million in outstanding bonds. The amount outstanding decreased by $26 million (5.36%) due to net principal payments. In 2005, approximately $320 million of Safe Road bonds were refinanced as an advance refunding. This advance refunding was undertaken to reduce total debt service payments over the next 20 years by $19,689 and resulted in an economic gain of $18,821.

The following is a summary of the amounts outstanding, including insured status and bond ratings:

Issue	Status of insurance	Bond Rating		Amount (in thousands)	
Better Highways 73 - All Bonds maturing on or before June 1, 2006	Not insured	Fitch:	AA-		
		Moody's:	Aa3		
		S&P:	AA-	$	1,480
Safe Roads 98A - All Bonds maturing on or before June 1, 2023	Insured by FGIC	Fitch:	AAA		
		Moody's:	Aaa		
		S&P:	AAA		63,935
Safe Roads 99A - All Bonds maturing on or before June 1, 2017	Not Insured	Fitch:	AA-		
		Moody's:	Aa3		
		S&P:	AA-		8,550
Safe Roads 01A - Bonds maturing between June 1, 2005 to 2013	Insured by FSA	Fitch:	AAA		
		Moody's:	Aaa		
		S&P:	AAA		76,390
Safe Roads 05A - Bonds maturing on or before June 1, 2025.	Not Insured	Fitch:	AA-		
		Moody's:	Aa3		
		S&P:	AA-		2,045
Safe Roads 05A - Bonds maturing on or before June 1, 2025.	Insured by FSA	Fitch:	AAA		
		Moody's:	Aaa		
		S&P:	AAA		315,515
				$	467,915

More detailed information regarding capital asset and long-term debt activity is included in the notes 7 and 9, respectively to the financial statements.

BASIC FINANCIAL STATEMENTS

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS
STATEMENT OF NET ASSETS
JUNE 30, 2005
(amounts expressed in thousands)

		Governmental Activities
ASSETS		
Current assets		
Cash and cash equivalents	$	150,187
Accounts receivable, net		63,282
Taxes receivable		59,024
Due from other State of West Virginia agencies		3,623
Inventories		31,459
Other assets		2,499
Total current assets		310,074
Non-current assets		
Capital assets, net of accumulated depreciation		
Land - non-infrastructure		15,312
Land improvements		4,005
Buildings		61,553
Buildings - work in progress		4,936
Furniture and fixtures		443
Rolling stock		52,528
Scientific equipment		613
Shop equipment		109
Roads		3,666,488
Bridges		1,162,881
Land - infrastructure		771,447
Work in progress		952,715
Total capital assets		6,693,030
Other non-current assets		2,766
Total assets		7,005,870
LIABILITIES		
Current liabilities		
Accounts payable		59,566
Retainages payable		10,978
Accrued payroll and related liabilities		16,749
Due to other State of West Virginia agencies		4,521
Accrued interest payable		1,924
Current maturities of long term obligations		41,422
Total current liabilities		135,160
Non-current liabilities		
Claims and judgements		5,800
Compensated absences		59,346
General obligation bonds		478,008
Total non-current liabilities		543,154
Total liabilities		678,314
NET ASSETS		
Invested in capital assets, net of related debt		6,193,029
Unrestricted		123,684
Restricted		10,843
Total net assets	$	6,327,556

The Accompanying Notes Are An Integral Part Of These Financial Statements

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS
STATEMENT OF ACTIVITIES
YEAR ENDED JUNE 30, 2005
(amounts expressed in thousands)

Functions/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Capital Grants and Contributions	Net Revenue (Expenses) and Changes in Net Assets
Government activities				
Road maintenance				
Expressway, trunkline & feeder & SLS	$ 247,711	$ -	$ -	$ (247,711)
Contract paving & secondary roads	46,090	-	-	(46,090)
Small bridge repair & replacement	12,559	-	-	(12,559)
Litter control program	1,688	-	-	(1,688)
Depreciation	14,351	-	-	(14,351)
Other road operations				
Interstate highways	16,662	-	64,114	47,452
Appalachian highways	462	-	101,247	100,785
Other federal aid programs	116,383	-	275,218	158,835
Non federal aid improvements	6,356	-	-	(6,356)
Industrial access roads	1,822	-	2,351	529
Depreciation	241,146	-	-	(241,146)
General and administration				
Support and administrative operations	66,966	4,554	-	(62,412)
Claims	(2,504)	-	-	2,504
Costs associated with DMV	34,544	-	-	(34,544)
Interest on long-term debt	18,112	-	-	(18,112)
Unallocated depreciation	2,690	-	-	(2,690)
	825,038	4,554	442,930	(377,554)

General revenues	
Taxes:	
Gasoline and motor carrier	320,891
Automobile privilege	178,763
Motor vehicle registration fees	86,466
Investment and interest income	1,906
Miscellaneous revenues	25,589
Total general revenues	613,615
Change in net assets	236,061
Net assets, beginning	6,091,495
Net assets, ending	$ 6,327,556

The Accompanying Notes Are An Integral Part Of These Financial Statements

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS
BALANCE SHEET - GOVERNMENTAL FUNDS
JUNE 30, 2005
(amounts expressed in thousands)

	State Road (General)	Total Governmental Funds
ASSETS		
Assets		
Cash and cash equivalents	$ 150,187	$ 150,187
Receivables	63,282	63,282
Taxes receivable	59,024	59,024
Due from other State of West Virginia agencies	3,623	3,623
Inventories	31,459	31,459
Other assets	2,499	2,499
Total assets	$ 310,074	$ 310,074
LIABILITIES AND FUND BALANCES		
Liabilities		
Accounts payable	$ 59,566	$ 59,566
Retainages payable	10,978	10,978
Accrued payroll and related liabilities	16,749	16,749
Due to other State of West Virginia agencies	4,521	4,521
Total liabilities	91,814	91,814
Fund balances		
Reserved for inventories	31,459	31,459
Unreserved, undesignated	186,801	186,801
Total fund balances	218,260	218,260
Total liabilities and fund balances	$ 310,074	$ 310,074

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS
RECONCILIATION OF THE BALANCE SHEET - GOVERNMENTAL FUNDS TO THE STATEMENT OF NET ASSETS
JUNE 30, 2005
(amounts expressed in thousands)

Total fund balances - governmental funds			$	218,260
Amounts reported for governmental activities in the statement of net assets are different because:				
Capital assets used in governmental activities are not financial resources and therefore are not reported in the funds. These assets consist of:				
Land - non infrastructure	$	15,312		
Land improvements- non infrastructure		4,005		
Buildings		61,553		
Buildings - work in progress		4,936		
Furniture and Fixtures		443		
Rolling Stock and Shop Equipment		52,528		
Scientific Equipment		613		
Shop Equipment		109		
Roads		3,666,488		
Bridges		1,162,881		
Infrastructure Land		771,447		
Work in progress		952,715		6,693,030
Bonds issued by the Division have associated costs that are paid from current available financial resources in the funds. However, these costs are deferred on the statement of net assets.				2,766
Some liabilities are not due and payable in the current period and therefore are not reported in the funds. Those liabilities consist of:				
Accrued interest payable		(1,924)		
Claims and judgments		(6,197)		
Compensated absences		(78,378)		
General obligation bonds		(500,001)		(586,500)
Net assets of governmental activities			$	6,327,556

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - GOVERNMENTAL FUNDS
YEAR ENDED JUNE 30, 2005
(amounts expressed in thousands)

	State Road (General)	Capital Projects	Total Governmental Funds
Revenues			
Taxes			
Gasoline and motor carrier	$ 320,891	$ -	$ 320,891
Automobile privilege	178,763	-	178,763
Industrial access roads	2,351	-	2,351
License, fees and permits			
Motor vehicle registrations and licenses	86,466	-	86,466
Special fees and permits	4,554	-	4,554
Federal aid			
Interstate highways	64,114	-	64,114
Appalachian highways	101,247	-	101,247
Other federal aid programs	275,218	-	275,218
Investment and interest income, net of arbitrage rebate	1,906	-	1,906
Miscellaneous revenues	25,589	-	25,589
	1,061,099	-	1,061,099
Expenditures			
Current			
Road maintenance			
Expressway, trunkline and feeder, state and local services	247,456	-	247,456
Contract paving and secondary roads	46,090	-	46,090
Small bridge repair and replacement	18,699	-	18,699
Litter control program	1,688	-	1,688
Support and administrative operations	56,242	-	56,242
Division of Motor Vehicles operations	34,544	-	34,544
Claims	416	-	416
Capital outlay and other road operations			
Road construction and other road operations			
Interstate highways	75,030	-	75,030
Appalachian highways	125,231	-	125,231
Other federal aid programs	350,464	-	350,464
Nonfederal aid construction and road operations	31,725	-	31,725
Industrial access road	1,822	-	1,822
Debt service			
Principal	28,060	-	28,060
Interest	17,335	-	17,335
Bond issuance costs	1,606	-	1,606
	1,036,408	-	1,036,408
Excess (deficiency) of revenues over expenditures	24,691	-	24,691
Other financing sources (uses)			
Transfers in	15	-	15
Transfers out	-	(15)	(15)
Refunding bonds issued	321,405	-	321,405
Payment to refunded bond escrow agent	(321,405)	-	(321,405)
Total other financing sources (uses)	15	(15)	-
Net change in fund balances	24,706	(15)	24,691
Fund balances, beginning of year	193,554	15	193,569
Fund balances, end of year	$ 218,260	$ -	$ 218,260

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES
YEAR ENDED JUNE 30, 2005
(amounts expressed in thousands)

Net change in fund balances - total governmental funds	$	24,691
Amounts reported for governmental activities in the statement of activities are different because:		
Governmental funds report capital outlays 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 outlays of $483,286 exceeded depreciation of ($258,187) in the current period.		225,099
Governmental funds report the proceeds from the sale of capital assets, primarily equipment, as revenue. In the statement of activities revenues is only recognized to the extent that amounts received are in excess of the net book value of the assets sold. The net book value of assets disposed of during the year was $363.		(9,541)
Repayment of bond principal is an expenditure to governmental funds, but the repayment reduces long-term liabilities in the statement of net assets. This amount is net of the advance refunding.		26,515
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. This is the amount by which the decrease in compensated absences of ($4,448), reduction of claims of $2,919, and amortization of bond issuance costs of ($1,695), exceeded accretion of bond premiums of $695, debt issue costs on new bond issue $1,605, premium on the new bond issue of ($30,000) and an increase in interest payable of $221.		(30,703)
Change in net assets of governmental activities	$	236,061

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL
(BUDGETARY BASIS) - STATE ROAD FUND
YEAR ENDED JUNE 30, 2005
(amounts expressed in thousands)

	Original Budget	Budget Amendments	Final Budget	Actual Amounts	Variance with Final Budget - Positive (Negative)
Revenues					
Taxes					
Gasoline and motor carrier	$ 310,500	$ 1,200	$ 311,700	$ 311,625	$ (75)
Automobile privilege	180,083	(483)	179,600	179,935	335
Motor vehicle registrations and licenses	87,500	(1,746)	85,754	88,074	2,320
Revenue Transfer to Industrial Access Roads	(3,000)	-	(3,000)	(2,425)	575
Federal aid	474,040	460	474,500	413,189	(61,311)
Miscellaneous revenues	8,120	-	8,120	9,178	1,058
	1,057,243	(569)	1,056,674	999,576	(57,098)
Expenditures					
Road construction and other road operations					
Interstate highways	70,000	-	70,000	67,758	2,242
Appalachian highways	200,000	(40,000)	160,000	121,130	38,870
Other federal aid programs	300,700	40,000	340,700	309,241	31,459
Nonfederal aid construction	25,000	15,000	40,000	33,317	6,683
Road maintenance					
Maintenance	249,700	-	249,700	246,968	2,732
Contract paving and secondary roads	50,000	-	50,000	48,994	1,006
Small bridge repair and replacement	30,000	(10,000)	20,000	17,367	2,633
Litter control program	1,775	(87)	1,688	1,688	-
Support and administrative operations					
General operations	46,500	(1,500)	45,000	30,888	14,112
Equipment revolving	15,000	-	15,000	13,573	1,427
Inventory revolving	2,000	-	2,000	(2,132)	4,132
Debt service	50,000	-	50,000	46,599	3,401
PSC Weight Enforcement	4,566	-	4,566	4,036	530
Division of Motor Vehicles operations	38,994	-	38,994	35,657	3,337
Waste tire	3,625	-	3,625	453	3,172
Claims - DOH and DMV	434	-	434	433	1
	1,088,294	3,413	1,091,707	975,970	115,737
Excess (deficiency) of revenues over expenditures	(31,051)	(3,982)	(35,033)	23,606	58,639
Fund balance, beginning of year	110,961	-	110,961	110,961	-
Fund balance, end of year	$ 79,910	$ (3,982)	$ 75,928	$ 134,567	$ 58,639

The Accompanying Notes Are An Integral
Part Of These Financial Statements

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

BASIS OF PRESENTATION - The accompanying financial statements of the West Virginia Department of Transportation, Division of Highways (the "Division") have been prepared in conformity with accounting principles generally accepted in the United States of America as prescribed by the Governmental Accounting Standards Board (GASB).

REPORTING ENTITY - The Division is an operating unit of the West Virginia Department of Transportation and represents separate funds of the State of West Virginia (the "State") that are not included in the State's general fund. The Division is a legally separate entity defined by the State constitution, and has statutory responsibility for the construction, reconstruction, maintenance, and improvement of all State roads. The Division is governed by a commissioner who is appointed by the Governor, but does not have a governing board separate from the State Legislature. The Division is considered a component unit of the State and its financial statements are blended with the financial statements of the primary government in the State's comprehensive annual financial report.

The financial statements of the Division are intended to present the financial position, and the results of operations of only that portion of the financial reporting entity of the West Virginia Department of Transportation and the State of West Virginia, that is attributable to the transactions of the Division. They do not purport to, and do not, present fairly the financial position of the West Virginia Department of Transportation or the State of West Virginia as of June 30, 2005 and the results of its operations for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Management has considered all potential component units to be included in the Division's reporting entity by applying the criteria set forth in accounting principles generally accepted in the United States of America. These criteria include consideration of organizations for which the Division is financially accountable, or organizations for which the nature and significance of their relationship with the Division are such that exclusion would cause the Division's financial statements to be misleading or incomplete. Since no organizations meet these criteria, the Division has no component units.

The Division of Motor Vehicles is an operating division of the West Virginia Department of Transportation, which collects certain revenues for expenditure by the Division. The expenditures related to the collection of these revenues are recorded in the State Road Fund of the Division.

The Public Service Commission collects revenues from coal companies that are operating trucks with excessive weights. These revenues are deposited into the Coal Resource fund, which is controlled by the Division.

GOVERNMENT-WIDE AND FUND FINANCIAL STATEMENTS - The government-wide financial statements (the statement of net assets and the statement of activities) report information of all of the activities of the primary government and its component units, if any. For the most part, the effect of interfund activity has been removed from these government-wide statements. Governmental activities, which normally are supported by taxes and intergovernmental revenues, are reported separately from business-type activities, which rely to a significant extent on fees and charges for support. Likewise, the primary government is reported separately from the legally separate component units for which the primary government is financially accountable.

The statement of activities demonstrates the degree to which the direct expenses of a given function, segment or component unit are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function, segment, or component unit. Program revenues include charges to customers who purchase, use or directly benefit from goods or services provided by a given function, segment, or component unit. Program revenues also include grants and contributions that are restricted to meeting the operational or capital requirements of a particular function, segment, or component unit. Taxes and other items not properly included among program revenues are reported instead as general revenues. Resources that are dedicated internally are reported as general revenues rather than as program revenues. The Division does not allocate general government (indirect) expenses to other functions.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Net assets are restricted when constraints placed on them are either externally imposed or are imposed by constitutional provisions or enabling legislation. Internally imposed designations of resources are not presented as restricted net assets. The government-wide statement of net assets reports $10,843 restricted assets, of which $10,843 is restricted by enabling legislation.

When both restricted and unrestricted resources are available for use, generally it is the Division's policy to use restricted resources first, then unrestricted resources, as they are needed. Separate financial statements are provided for governmental funds, proprietary funds, fiduciary funds and similar component units, and major component units, if applicable. However, the fiduciary funds are not included in the government-wide statements. Major individual governmental funds and major individual enterprise funds, if applicable, are reported as separate columns in the fund financial statements.

MEASUREMENT FOCUS, BASIS OF ACCOUNTING AND FINANCIAL STATEMENT PRESENTATION -

GOVERNMENT-WIDE FINANCIAL STATEMENTS - The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are 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.

GOVERNMENTAL FUND FINANCIAL STATEMENTS - The governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Division considers revenues to be available if they are collected within 60 days of the end of the current fiscal year. Principal revenues subject to accrual include gasoline and wholesale fuel taxes, automobile privilege taxes, federal reimbursements and other reimbursements for use of materials and services.

Expenditures generally are recorded when a liability is incurred, as under accrual accounting. Modifications to the accrual basis of accounting for the governmental fund financial statements include:

- Employees' vested annual leave is recorded as expenditures when utilized. The amount of accumulated annual leave unpaid at June 30, 2005, has been reported only in the government-wide financial statements.

- Division employees earn sick leave benefits, which accumulate, but do not vest. When separated from employment with the Division, an employee's sick leave benefits are considered ended and no reimbursement is provided. However, an employee may convert, at the time of retirement, any unused accumulated sick leave to pay a portion of the employee's post employment health care insurance premium or to increase service credits for retirement purposes. The liability for accumulated sick leave for employees has been recorded only in the government-wide financial statements.

- The Division pays 100% of the health insurance premium for retirees who elected to participate in the health insurance plans prior to July 1, 1988 and 50% of the premium for retirees who elected to participate prior to July 1, 2001. The liability for accumulated post-retirement health insurance has been reported only in the government-wide financial statements.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

- Principal and interest on general long-term debt are recorded as fund liabilities when due or when amounts have been accumulated in the debt service fund for transfer to the fiscal agent or for payment to be made early in the following year.

- Claims and judgments are recorded only when payment is due.

FUND ACCOUNTING - The Division uses funds to report its financial position and the results of its operations. Fund accounting is designed to demonstrate legal compliance and to aid financial management by segregating transactions related to certain government functions or activities.

A fund is a separate accounting entity with a self-balancing set of accounts. The following summarizes the major governmental funds that are presented in the accompanying financial statements:

- State Road (General) Fund - This fund serves as the Division's general fund and is used to account for all financial resources, except those required to be accounted for in another fund. The State Road Fund is funded primarily by dedicated highway user taxes and fees and matching federal highway funds.

- Capital Projects Fund - This fund accounts for financial resources to be used for road construction or reconstruction financed by proceeds from the sale of the Safe Road Bonds and matching federal highway funds.

INTERFUND ACTIVITY - As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. Exceptions to this general rule are payments-in-lieu of taxes and other charges from the government's various functions. Elimination of these charges would distort the direct costs and program revenues reported for the various functions concerned. The Division processes certain routine payments, such as payroll through the State Road Fund and allocates those costs to the other governmental funds based on individual projects charged. The interfund balances at June 30, 2005 are a result of these routine payments and transfers.

BUDGETING AND BUDGETARY CONTROL - The Division's expenditures are subject to the legislative budget process of the State, with annual budgets adopted utilizing the cash basis of accounting. The cash basis is modified at year-end to allow for payment of invoices up to 31 days after year-end for goods or services received prior to year-end. Appropriated budgeted expenditures, which lapse 31 days after the end of the fiscal year, are incorporated into the Division's overall financial plan, which includes revenue estimates developed by the Division and the State's executive branch. Expenditures are budgeted using natural categories of activity including specific categories of construction, maintenance, and operations, as well as special items. Any revisions that alter overall budgeted expenditures for an expenditure category must be approved by the State Legislature.

The Division's State Road (General) Fund which includes the State Road Fund and A. James Manchin Fund has a legislatively approved budget. However, the capital projects fund, debt service fund, coal resource fund and certain monies reported within the State Road Fund for accounting principles generally accepted in the United States of America purposes, are not considered appropriated funds in accordance with the Division's budgetary reporting policy. Accordingly, these funds have not been reported in the Division's Statement of Revenues, Expenditures, and Changes in Fund Balance - Budget and Actual (Budgetary Basis) - State Road Fund. A reconciliation of the excess of revenues over expenditures and other financing uses for the year ended June 30, 2005, on the budgetary basis to the GAAP basis for the State Road fund follows:

(amounts expressed in thousands)

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Excess of revenues over expenditures - budgetary basis	$ 23,606
Basis of accounting differences (budgetary to GAAP)	(5,866)
Unbudgeted funds	6,951
Excess of revenues over expenditures - GAAP basis	$ 24,691

CASH AND CASH EQUIVALENTS - Cash and cash equivalents are short-term investments with original maturities of 90 days or less. Cash and Cash equivalents principally consist of amounts on deposit in the State Treasurer's Office (STO) that are pooled funds managed by the West Virginia Investment Management Board (IMB). Interest income from these investments is prorated to the Division at rates specified by the IMB based on the balance of the Division's deposits maintained in relation to the total deposits of all state agencies participating in the pool. Deposits are available with overnight notice to the IMB.

The STO has statutory responsibility for the daily cash management activities of the State's agencies, departments, boards, and commissions. The STO determines which funds to transfer to the IMB for investment in accordance with the West Virginia Code, policies set by the IMB, and provisions of bond indentures and trust agreements when applicable. The IMB is governed by a thirteen-member Board of Trustees. The Governor, the State Auditor and the State Treasurer are members of the Board and the other members are appointed by the Governor. The Board was formed in 1997 to serve as the Trustee to hold certain public pension funds and insurance funds, as well as to provide prudent fiscal administration, investment, and management of the Consolidated Pension Fund and the State's operating funds.

INVENTORIES - Inventories are stated at weighted average cost generally using the "consumption method" whereby expenditures are recognized in the period in which inventory usage, as opposed to purchase, occurs. The portion of fund balance relating to inventories is reported as "Reserve for inventories" in the Government Fund Financial Statements.

CAPITAL ASSETS - Capital assets, which include buildings, non-infrastructure land, furniture and fixtures, rolling stock, scientific equipment, shop equipment and infrastructure assets (which are normally immovable and of value only to the Division, such as roads, bridges, and similar items), are reported in the statement of net assets in the government-wide financial statements. Capital assets are defined by the Division as follows:

- Non-infrastructure assets with a useful life of at least three years and:
  - A cost of five thousand dollars or more for machinery, equipment, rolling stock, furniture and fixtures; or
  - An acquisition cost of twenty-five thousand dollars or more for buildings at the date of acquisition; and
- Infrastructure assets with a cost in excess of one million dollars.

Purchased and constructed capital assets are valued at historical cost or estimated historical cost. Donated fixed assets are recorded at their fair market value at the date of donation.

The estimates of historical costs of buildings and other improvements were based on values that were compiled in 1983. Building and non-infrastructure land have been recorded at cost since 1983. Infrastructure constructed from July 1, 1980 to July 1, 2001 has been recorded at estimated historical cost. The estimated historical cost for years 1980-2001 was based on capital outlay expenditures reported by the West Virginia Department of Transportation in the annual reports for those years, less an amount estimated for the historical cost of the acquisition of land for right-of-way. The Division has not capitalized any infrastructure expenditures for assets constructed prior to July 1, 1980, as permitted by GASB 34. The costs of normal maintenance and repairs that do not add to the asset's value or materially extend an asset's useful life are not capitalized. Interest incurred during construction of capital facilities is not capitalized.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Capital assets utilized in the governmental funds are recorded as expenditures in the governmental fund financial statements. Depreciation expense is recorded in the government-wide financial statements.

Capital assets are depreciated on the straight-line method over the assets' estimated useful lives. There is no depreciation recorded for land and construction in progress. Generally, estimated useful lives are as follows:

- Machinery and equipment: 5 - 20 years
- Buildings: 40 years
- Furniture and fixtures: 3 - 20 years
- Rolling stock: 1 - 20 years
- Scientific equipment: 2 - 25 years
- Infrastructure: roads - 30 years
- Infrastructure: bridges - 50 years

ACCOUNTS AND TAXES RECEIVABLE - Accounts receivable in all funds report amounts that have arisen in the ordinary course of business and are stated net of allowances for uncollectible amounts. Governmental fund type receivables consist primarily of amounts due from the Federal government. Interest and investment revenue receivable in all funds consist of revenues due on each investment. Taxes receivable in governmental funds represent taxes subject to accrual, primarily gasoline and wholesale fuel taxes and automobile privilege taxes, which are collected within forty-five days after year end. The uncollectible amounts are based on collection experience and a review of the status of existing receivables.

OTHER ASSETS - Other assets represent payments that reflect costs applicable to future accounting periods and are recorded as other assets in both government-wide and fund financial statements. They are comprised primarily of amounts on deposit with West Virginia Workers' Compensation Fund.

CLAIMS - Claims awarded against the Division in the West Virginia State Court of Claims must be approved and funded by legislative action. Expenditures in the fund financial statements for such claims are recognized to the extent that claims awarded are approved and funded by the Legislature. A liability for unfunded claims is recorded in the government-wide financial statements when management and the Division's legal section determine that it is probable that a loss has occurred and the loss can be reasonably estimated. Such claims are segregated as either tort or contract actions and estimates of loss are based on an analysis of the individual claims and historical experience.

COMPENSATED ABSENCES - Division employees generally earn vacation and sick leave on a monthly basis. Vacation, up to specific limits, is fully vested when earned, and sick leave, while not vesting to the employee prior to retirement, can be carried over to subsequent periods. Any unused vacation and sick leave accumulated at employee retirement vests to the employee and may be provided in the form of post-retirement payment of all or a portion of the employee's health insurance premiums, or as service credits for retirement purposes. Expenditures for compensated absences are recognized as incurred in the governmental fund financial statements. The government-wide financial statements present the cost of accumulated compensated absences as a liability.

POST EMPLOYMENT BENEFITS - The Division pays 100% of the health insurance premium for retirees who elected to participate in the health insurance plans prior to July 1, 1988 and 50% of the premium for retirees who elected to participate between that date and July 1, 2001. Employees who were eligible and elected to participate in the Division's health insurance plan at July 1, 1988 and 2001, and who had continuous participation in the Plan since those dates, are eligible for the post retirement benefits. Employees hired subsequent to July 1, 2001 are not eligible for these benefits. Expenditures for post retirement health insurance premiums are recognized as incurred in the governmental fund financial statements. The government-wide financial statements present the cost of accumulated post-retirement health insurance as a liability.

(amounts expressed in thousands)

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

RETIREMENT BENEFITS - The Division's employees are covered by the West Virginia Public Employees Retirement System (PERS), a multi-employer cost-sharing defined benefit pension plan. PERS covers substantially all employees of the Division, with employer contributions prescribed by the State Legislature as a percentage of covered payroll.

PREMIUMS, DISCOUNTS AND ISSUANCE COSTS - In the government-wide financial statements long-term debt and other long-term obligations are presented in the columns for governmental activities. Where material, bond and note premiums and discounts, as well as issuance costs, are deferred and amortized over the life of the debt. Bonds and notes payable are reported net of the applicable bond premium or discount. Bond issuance costs are reported as deferred charges in other assets and are amortized over the term of the related debt**.** In the governmental fund financial statements, governmental funds recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources. Premiums received on debt issuance are reported as other financing sources while discounts are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as expenditures.

NOTE 2 - CASH AND CASH EQUIVALENTS

The composition of cash and cash equivalents were as follows at June 30:

	Amortized Cost	Estimated Fair Value
Cash on deposit with State Treasurer	$ 34,560	$ 34,560
Cash on deposit with State Treasurer invested in IMB cash liquidity pool	115,382	115,382
Cash in transit	245	245
	$ 150,187	$ 150,187

Cash on deposit with the State Treasurer is a non-safeguarded deposit in accordance with GASB Statement No. 3, *Deposits with Financial Institutions, Investments, (including Repurchase Agreements), and Reverse Repurchase Agreements*. Additionally, such deposits are subject to the following IMB policies and procedures.

Cash Liquidity Pool

Credit Risk

The IMB limits the exposure to credit risk in the Cash Liquidity pool by requiring all corporate bonds to be rated AA or higher. Commercial paper must be rated A1 by Standard & Poor's and P1 by Moody's. Additionally, the pool must have at least 15% of its assets in United States Treasury issues.

(amounts expressed in thousands)

NOTE 2 - CASH AND CASH EQUIVALENTS (Continued)

The following table provides information on the credit ratings of the Cash Liquidity pool's investments:

Security Type	Moody's	S&P	Carrying Value	Percentage of Assets
Commercial paper	P1	A-1	$ 598,241	37.9%
U.S. Treasury bills	Aaa	AAA	259,398	16.4%
Corporate notes	Aaa	AAA	155,559	9.9%
Certificates of deposit	P1	A-1	152,999	9.7%
Agency bonds	Aaa	AAA	147,956	9.4%
Agency discount notes	P1	A-1	119,564	7.6%
Money market funds	Aaa	AAA	4,241	0.3%
Total rated investments			$ 1,437,958	91.2%

The entity's ownership represents 8.02% of these amounts held by the IMB.

Unrated securities include repurchase agreements of $141,050. Acceptable collateral for the repurchase agreements include U.S. Treasury and government agency securities, all of which carry the highest credit rating.

Concentration of credit risk

West Virginia statutes prohibit the Cash Liquidity pool from investing more than 5% of its assets in securities issued by a single private corporation or association. At June 30, 2005, the pool did not have investments in any one private organization that represented more than 5% of assets.

Custodial credit risk

At June 30, 2005, the Cash Liquidity pool held no securities that were subject to custodial credit risk. Repurchase agreements are collateralized at 102% and the collateral is held in the name of the IMB. Securities lending collateral that is reported in the Statement of Assets and Liabilities of the IMB are invested in the lending agent's money market fund.

(amounts expressed in thousands)

NOTE 2 - CASH AND CASH EQUIVALENTS (Continued)

Interest rate risk

The weighted average maturity of the investments of the Cash Liquidity pool cannot exceed 60 days. The maturity of floating rate notes is assumed to be the next interest rate reset date. The following table provides the weighted average maturities (WAM) for the various asset types in the Cash Liquidity pool:

Security Type	Carrying Value	WAM
Commercial paper	$ 598,241	49
U.S. Treasury bills	259,398	30
Corporate notes	155,559	53
Certificates of deposit	152,999	42
Agency bonds	147,956	88
Repurchase agreements	141,050	1
Agency discount notes	119,564	52
Money market funds	4,241	1
Total assets	$ 1,579,008	45

Foreign currency risk

The Cash Liquidity pool has no securities that are subject to foreign currency risk.

NOTE 3 - ACCOUNTS RECEIVABLE

Accounts receivable at June 30, 2005 consisted of the following:

Federal aid billed and not paid	$ 4,448
Federal aid earned but not billed	52,952
Total federal aid receivable	57,400
Other receivables	7,532
Combined total receivables	64,932
Less: allowance for uncollectibles	(1,650)
Net accounts receivable	$ 63,282

Accounts receivable representing federal aid earned but not billed relate principally to the Federal Highway Administration's (FHWA) participating share of expenditures on highway projects.

NOTE 4 - TAXES RECEIVABLE

Taxes receivable at June 30, 2005 consisted of the following:

Automobile privilege taxes	$ 26,999
Motor fuel excise taxes	29,890
Registration fees	2,135
	$ 59,024

(amounts expressed in thousands)

NOTE 5 - DUE FROM/TO OTHER STATE OF WEST VIRGINIA AGENCIES

Amounts due from other State of West Virginia agencies at June 30, 2005 consisted of the following:

The Department of Motor Vehicles	$	2,665
The Department of Administration		209
Board of Education		403
West Virginia State Police		128
Other agencies		218
	$	3,623

Amounts due to other State of West Virginia agencies at June 30, 2005 consisted of the following:

Public Employees Insurance Agency	$	1,267
Public Employee's Retirement		1,054
Bureau of Employment Programs		2,051
Department of Administration		61
Other agencies		88
	$	4,521

NOTE 6 - INVENTORIES

Inventories at June 30, 2005 consisted of the following:

Materials and supplies	$	21,163
Equipment repair parts		8,228
Gas and lubrication supplies		2,068
	$	31,459

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION,
DIVISION OF HIGHWAYS
NOTES TO THE FINANCIAL STATEMENTS
YEAR ENDED JUNE 30, 2005
(amounts expressed in thousands)

NOTE 7 - CAPITAL ASSETS

Capital asset activity for the year ended June 30, 2005, was as follows:

	Balance July 1, 2004	Increases	Decreases	Balance June 30, 2005
Capital assets not being depreciated:				
Land - non infrastructure	$ 14,650	$ 662	$ -	$ 15,312
Land - infrastructure	725,025	46,422	-	771,447
Construction-in-progress - buildings	11,049	2,747	8,860	4,936
Construction-in-progress - roads	608,142	227,995	163,436	672,701
Construction-in-progress - bridges	231,351	178,125	129,462	280,014
Total capital assets not being depreciated	1,590,217	455,951	301,758	1,744,410
Capital assets being depreciated:				
Buildings	79,633	11,690	289	91,034
Furniture and fixtures	3,926	49	256	3,719
Land improvements - non infrastructure	5,196	534	-	5,730
Rolling stock	177,184	19,012	13,890	182,306
Shop equipment	3,040	-	-	3,040
Scientific equipment	2,103	121	-	2,224
Infrastructure - roads	6,324,284	164,033	-	6,488,317
Infrastructure - bridges	1,301,960	124,793	-	1,426,753
Total capital assets being depreciated	7,897,326	320,232	14,435	8,203,123
Less accumulated depreciation:				
Buildings	27,515	2,246	280	29,481
Furniture and fixtures	3,206	184	114	3,276
Land improvements - non infrastructure	1,465	260	-	1,725
Rolling stock	128,915	14,223	13,360	129,778
Shop equipment	2,893	38	-	2,931
Scientific equipment	1,521	90	-	1,611
Infrastructure - roads	2,608,336	213,493	-	2,821,829
Infrastructure - bridges	236,219	27,653	-	263,872
Total accumulated depreciation	3,010,070	258,187	13,754	3,254,503
Total capital assets being depreciated, net	4,887,256	62,045	681	4,948,620
Governmental activities capital assets, net	$ 6,477,473	$ 517,996	$ 302,439	$ 6,693,030

Current year depreciation totaling $255,497 was allocated as separate line items in the statement of activities under the major functions of the Division of Maintenance and Improvements. The remaining $2,690 unallocated depreciation expense is included as a separate line item in the statement of activities. Infrastructure depreciation is primarily related to construction type activities; depreciation of shop and rolling stock assets is primarily related to maintenance type activities; and depreciation of buildings and improvements and furniture and fixtures support all of the various activities of the Division.

(amounts expressed in thousands)

NOTE 7 - CAPITAL ASSETS (Continued)

A summary of depreciation on each capital asset type follows:

Asset Type	Depreciation
Buildings and improvements	$ 2,246
Furniture and fixtures	184
Land improvements	260
Total unallocated	2,690
Rolling stock	14,223
Shop equipment	38
Scientific equipment	90
Total road maintenance	14,351
Infrastructure - roads	213,493
Infrastructure - bridges	27,653
Total other road operations	241,146
Total depreciation expense	$ 258,187

NOTE 8 - RETAINAGES PAYABLE

The Division has entered into an arrangement with the West Virginia Investment Management Board whereby amounts retained from payments to contractors may, at the option of the contractor, be deposited in an interest bearing account in the contractor's name. Retainage payments are made to the contractor when contracts are satisfactorily completed. The funds on deposit in these accounts are not reported as assets of the Division. At June 30, 2005, retainages payable on contracts had been reduced by these amounts on deposit in such accounts to approximately $1,749.

NOTE 9 - LONG-TERM OBLIGATIONS

Long-term obligations at June 30, 2005, and changes for the fiscal year then ended are as follows:

	Issue Date	Interest Rates	Maturity Through	Beginning Balance	Additions	Reductions	Ending Balance
General obligation bonds payable from tax revenue:							
Better highway bonds	1973	5.625%-6.10%	02/01/2006	$ 5,090	$ -	$ 3,610	$ 1,480
Safe road bonds	1998	4.30%-5.25%	06/01/2023	192,660	-	128,725	63,935
Safe road bonds	1999	4.30%-5.75%	06/01/2017	101,445	-	92,895	8,550
Safe road bonds	2000	5.50%-5.75%	06/01/2025	110,000	-	110,000	-
Safe road bonds	2001	3.50%-5.50%	06/01/2013	85,235	-	8,845	76,390
Safe road bonds	2005	3.00%-5.00%	06/01/2025	-	321,405	3,845	317,560
Total general obligation bonds				494,430	321,405	347,920	467,915
Bond premium				2,781	30,000	695	32,086
Total general obligation bonds payable net of premium				497,211	351,405	348,615	500,001
Claims and judgments				8,700	1,200	3,703	6,197
Compensated absences				73,930	5,442	994	78,378
Total long-term obligations				$ 579,841	$ 358,047	$ 353,312	$ 584,576

(amounts expressed in thousands)

NOTE 9 - LONG-TERM OBLIGATIONS (Continued)

General obligation bond issues are authorized by constitutional amendments and are general obligations of the State of West Virginia. Legislation implementing the amendments require that debt service on the bonds be paid from the State Road Fund and, to the extent that there are insufficient funds therein, from a levy of an annual state tax. All bonds authorized under prior constitutional amendments have been issued and include amounts outstanding above.

Debt service expenditures for debt service funds included interest of $17,335 for the year ended June 30, 2005. Total debt service costs, exclusive of coupon redemption costs, for each of the next five years and thereafter, on general obligation bonds payable and liquidated through debt service funds, are as follows:

	2006	2007	2008	2009	2010	2011-2015	2016-2020	2021-2025	Total
General obligation bonds payable from tax revenue:									
Better highway bonds	$ 1,567	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,567
Safe road bonds	41,439	40,380	49,993	49,996	49,995	212,560	131,045	117,577	692,985
Total general obligation bonds	43,006	40,380	49,993	49,996	49,995	212,560	131,045	117,577	694,552
Less: interest	23,086	22,230	21,338	19,911	18,405	68,370	37,740	15,557	226,637
Total principal	19,920	18,150	28,655	30,085	31,590	144,190	93,305	102,020	467,915
Bond premium	2,073	2,002	1,941	1,886	1,633	7,613	7,469	7,469	32,086
Total principal and bond premium	$ 21,993	$ 20,152	$ 30,596	$ 31,971	$ 33,223	$ 151,803	$ 100,774	$ 109,489	$ 500,001

The portion of long-term and short-term compensated absences, claims payable, and general obligation bonds are as follows:

	Compensated Absences	Claims and Judgments	General Obligation Bonds and Premium	Total
Short-term liability	$ 19,032	$ 397	$ 21,993	$ 41,422
Long-term liability	59,346	5,800	478,008	543,154
	$ 78,378	$ 6,197	$ 500,001	$ 584,576

During the year ended June 30, 1972, the State was authorized by constitutional amendment to issue $500,000 of general obligation bonds to fund highway and road construction projects known as Better Highway Bonds. During the year ended June 30, 1997, the State was authorized by constitutional amendment to issue $550,000 of general obligation bonds to fund highway and road construction projects know as Safe Road Bonds. These bonds will be repaid from revenues of the State Road Fund. Safe Road Bonds of $220,000 were issued during July 1998; $110,000 were issued during July 1999; $110,000 were issued during July 2000; and an additional $110,000 were issued during July 2001.

In 2005, the State refinanced part of the above mentioned bonds in the amount of $321,405. These bonds will be repaid from revenues of the State Road Fund through the year 2025.

(amounts expressed in thousands)

NOTE 9 - LONG-TERM OBLIGATIONS (Continued)

In 2005, the State refinanced $321,405 in general obligation bonds to advance-refund $319,860 of outstanding 1998, 1999 and 2000 Series bonds. The net proceeds of $351,405 (after payment of $1,606 in underwriting fees, insurance, and other issuance costs) were used to purchase U.S. Government State and Local Government Series securities. Those securities were deposited in an irrevocable trust with an escrow agent to provide for all future debt service payments on the refinanced portions of the 1998, 1999, and 2000 Series bonds. As a result, the refinanced portion of the 1998 and 1999 Series bonds along with all 2000 Series bonds are considered to be defeased and the liability for those bonds has been removed from the government-wide statement of net assets. The reacquisition price exceeded the net carrying amount of the old debt by $1,545. This amount is being netted against the new debt and amortized over the remaining useful life of the refunded debt. This advance refunding was undertaken to reduce total debt service payments over the next 20 years by $19,689 and resulted in an economic gain of $18,821.

The following summarizes the estimated claims liability for the current year and that of the preceding two years.

	Year Ended June 30, 2005	Year Ended June 30, 2004	Year Ended June 30, 2003
Estimated claims liability, July 1	$ 8,700	$ 6,961	$ 5,095
Additions for claims incurred during the year	1,200	3,346	3,246
Changes in estimates for claims of prior periods	(3,287)	(845)	(785)
Payments on claims	(416)	(762)	(595)
Estimated claims liability, June 30	$ 6,197	$ 8,700	$ 6,961

At June 30, 2005, approximately $32,487 of tort claims and $3,346 of construction claims, including non-incremental claims, were pending against the Division in the West Virginia State Court of Claims. With respect to these claims, the Division has an estimated obligation of $6,197, recorded in the government-wide Statement of Net Assets, based on management’s evaluation of the nature of such claims and consideration of historical loss experience for the respective types of action. Such claims will be recognized primarily as expenditures of the State Road Fund if, and when, they are approved for payment by the Legislature in accordance with legal statutes. Also included in claims are claims that have been settled in the court of claims and approved for payment through legislative action. These amounts total approximately $397. During the normal course of operations, the Division may become subject to other litigation. No provision has been made in the financial statements for liabilities, if any, from such litigation.

The Division’s obligation for accrued vacation leave time includes leave time and related costs expected to be paid to employees in the future and are determined using wage levels in effect at the date the obligation is calculated. Also included in this amount is the Division’s unfunded obligation of approximately $6,241 arising in connection with legislation to fund portions of employee post retirement health insurance costs for retired employees. These liabilities are generally liquidated by the State Road Fund.

Upon retirement, an employee may apply unused sick leave or annual leave, or both to reduce their future insurance premiums paid to the West Virginia Public Employees Insurance Agency or to obtain a greater benefit under the West Virginia Public Employees Retirement System. These liabilities are generally liquidated by the State Road Fund.

NOTE 10 - RELATED PARTY TRANSACTIONS WITH THE STATE OF WEST VIRGINIA

The Division enters into certain transactions with various agencies of the State of West Virginia. The following summarizes the nature and terms of the most significant transactions:

- The Division leases from the Department of Administration substantially all of State Office Building No. 5 and a portion of State Office Building No. 3 which are owned by the State Building Commission. The Division may be released from its obligation only at the option of the lessor. The Division is obligated under these operating leases, which expire December 31, 2005 for rental payments of approximately $2.0 million annually. Management expects the leases to be renewed upon expiration.

- The Division's employees participate in various benefit plans offered by the State of West Virginia. Employer contributions to these plans are mandatory. During the year ended June 30, 2005 the Division incurred payroll related expenditures of approximately $30,409 for employee health insurance benefits provided through the West Virginia Public Employees Insurance Agency and approximately $17,450 in employer matching contributions to the State Public Retirement System.

- The Division is insured under the State Workers' Compensation Plan. During the year ended June 30, 2005 the Division paid approximately $9,947 for employee workers' compensation benefits, which are paid into funds administered by the West Virginia Workers' Compensation Commission.

- The Division made payments to the Department of Military Affairs and Public Safety, Division of Public Safety for various services performed. These expenditures, which were authorized by the Legislature, amounted to approximately $5,481 during the year ended June 30, 2005.

- The Division made payments to the Public Service Commission for weight enforcement duties. These expenditures, which were authorized by the Legislature, amounted to approximately $4,036 during the year ended June 30, 2005.

NOTE 11 - COMMITMENTS AND CONTINGENCIES

The amount of unexpended balances of highway design and construction contracts entered into by the Division with various contractors approximated $585,735 at June 30, 2005.

The Division participates in several federal programs which are subject to audit by the federal awarding agency. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable funds. The amount, if any, of expenditures that may be disallowed by the federal awarding agency cannot be determined at this time. The Division expects such amounts, if any, to be immaterial to the financial position of the Division. The Division records these disallowed audit adjustments for questioned costs in the period the audit is finalized.

During the year ended June 30, 1989, the Division in-substance defeased Huntington Bridge Revenue Bonds dated January 1, 1965, by authorizing the West Virginia Municipal Bond Commission (MBC), the bond fiscal agent, to purchase U.S. government securities which will mature on dates to coincide with the remaining principal and interest payments. At June 30, 2005, none of these bonds were outstanding and are considered defeased. Accordingly, the assets and liability for these defeased bonds have been excluded from the Division's financial statements.

NOTE 12 - RETIREMENT PLAN

PLAN DESCRIPTION - The Division contributes to the West Virginia Public Employees' Retirement System (PERS), a cost-sharing multiple-employer defined benefit pension plan administered by the West Virginia Consolidated Public Retirement Board. Chapter 5, Article 10 of the West Virginia State Code assigns the authority to establish and amend benefit provisions to the PERS Board of Trustees. Employees who retire at or after age 55 and have completed 25 years of credited service are eligible for retirement benefits as established by State statute. Retirement benefits are payable monthly for life, in the form of a straight-line annuity equal to two percent of the employee's final average salary, multiplied by the number of years of the employee's credited service at the time of retirement. PERS also provides deferred retirement, early retirement, death, and disability benefits to plan members and beneficiaries. The West Virginia Consolidated Public Retirement Board issues a publicly available financial report that includes financial statements and required supplementary information for PERS. That report may be obtained by writing to the West Virginia Consolidated Public Retirement Board, 1900 Kanawha Boulevard East, Building Five, Charleston, West Virginia 25305 or by calling (304) 558-3570.

FUNDING POLICY - The PERS funding policy has been established by action of the State Legislature. State statute requires that plan participants contribute 4.5% of compensation. The current combined contribution rate is 15% of annual covered payroll, including the Division's contribution of 10.5% which is established by PERS. The Division's contributions to PERS for the years ended June 30, 2005, 2004, and 2003 were $17,450, $17,721, and $16,663, respectively, equal to the required contributions for each year.

NOTE 13 - RISK MANAGEMENT

The Division is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; employee health and life coverage; and natural disasters. The State of West Virginia established the Board of Risk and Insurance Management (BRIM), the Public Employees Insurance Agency (PEIA), and the Workers' Compensation Commission (WCC) to account for and finance uninsured risks of losses for state agencies, institutions of higher education, and component units.

BRIM is a public entity risk pool that provides coverage for general, property, medical malpractice, and automobile liability. PEIA is also a public entity risk pool and provides coverage for employee and dependent health, life and prescription drug insurance. The WCC provides coverage for work related accidents and is considered an insurance enterprise fund. The Division retains the risk of loss on certain tort and contractor claims in excess of the amount insured or covered by BRIM's insurance carrier. Other than the amounts disclosed in Note 9, amounts of settlements have not exceeded insurance coverage in the past three years. The Division has evaluated this potential risk of loss as discussed in Note 9.

Through its participation in the PEIA and WCC, the Division has obtained health coverage and coverage for job related injuries for its employees. In exchange for payment of premiums to PEIA and WCC, the Division has transferred its risks related to health coverage and job related injuries of employees. These entities issue publicly available financial reports that include financial statements and required supplementary information. Those reports may be obtained by writing to these specific entities.

NOTE 14 - SUBSEQUENT EVENTS

On July 8, 2005, legislation went into effect that changed the control over the Division's consolidated fund from IMB to a newly created Board of Treasury Investments (BTI). This change did not affect the Division's long-term investment pools.

Senate Bill 428, passed April 9, 2005, transferred the Waste Tire Reclamation program to the Department of Environmental Protection (DEP). Control of the Waste Tire Fund, however, remains in the Division. The legislation permits the Commissioner of Highways to work with and use moneys in the fund to contract with DEP to accomplish the remediation of waste tire piles. Any unprogrammed balance remaining in the fund at the end of any fiscal year shall be transferred to the State Road Fund. The two agencies currently are developing an agreement that will govern spending and reimbursement.

In late August, hurricane Katrina devastated the Gulf Coast Region of the United States. The disaster caused an immediate spike in the price of all petroleum-based products (gasoline, asphalt, etc.) and a probable long-term increase in the cost of items such as concrete, steel, lumber, etc. This already is affecting the Division because the higher prices for these items are causing vendors and contractors to increase their selling costs and in some cases to delay delivery of critical snow and ice materials until fuel escalation clauses are added to the contracts.

On September 8, 2005, the Governor announced that he will sign an executive order to freeze the variable rate component of the motor fuel excise tax at its current rate ($.065 / gallon). The Department of Revenue had previously projected that the rate would increase to $.09 / gallon on January 1, 2006, which was estimated to generate at least an additional $35 million in revenue for the State Road Fund.

On September 13, 2005, legislation was enacted that increased most state employees' salaries $900 per year. Certain targeted classifications of employees received a $1,350 yearly increase. On September 16, 2005, the Division employed 4,760 individuals, 62 of whom qualified for the higher increase. Since the increase will be in effect eight months in FY2006, it will cost the Division approximately $4.3 million in increased payroll and fringe benefits. In subsequent years, it will add approximately $6.5 million to the cost of operations.

COMPLIANCE AND INTERNAL CONTROL REPORT

Suttle & Stalnaker
CERTIFIED PUBLIC ACCOUNTANTS

Business Advisors and Consultants

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*

Joint Committee on Government and Finance
West Virginia Legislature

We have audited the financial statements of the governmental activities and each major fund of the West Virginia Department of Transportation, Division of Highways as of and for the year ended June 30, 2005, which collectively comprise the West Virginia Department of Transportation, Division of Highways basic financial statements and have issued our report thereon dated September 19, 2005. 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.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered the West Virginia Department of Transportation, Division Highways' financial reporting in order to determine our auditing procedures for the purpose of expressing our opinion on the financial statements and not to provide assurance on the internal control over financial reporting. However, we noted certain matters involving the internal control over financial reporting and its operation that we consider to be reportable conditions. Reportable conditions involve matters coming to our attention relating to significant deficiencies in the design or operation of the internal control over financial reporting that, in our judgment, could adversely affect West Virginia Department of Transportation, Division Highways' ability to record, process, summarize and report financial data consistent with the assertions of management in the financial statements. Reportable conditions are described in the accompanying schedule of findings as items 2005-1 through 2005-7.

A material weakness is a reportable condition in which the design or operation of one or more of the internal control components does not reduce to a relatively low level the risk that misstatements caused by error or fraud in amounts that would be material in relation to the financial statements being audited may occur and not be detected within a timely period by employees in the normal course of performing their assigned functions. Our consideration of the internal control over financial reporting would not necessarily disclose all matters in the internal control that might be reportable conditions and, accordingly, would not necessarily disclose all reportable conditions that are also considered to be material weaknesses. However, we believe none of the reportable conditions described above is a material weakness.

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Compliance and Other Matters

As part of obtaining reasonable assurance about whether West Virginia Department of Transportation, Division of Highways' financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* and which are described in the accompanying schedule of findings and responses as items 2005-2 through 2005-7.

We noted other matters involving the internal control over financial reporting that we have reported to management of the Division in a separate letter dated September 19, 2005.

This report is intended for the information of the audit committee, management of the West Virginia Department of Transportation, Division of Highways and the Joint Committee on Government and Finance.

Suttle & Stalnaker, PLLC

September 19, 2005

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION,
DIVISION OF HIGHWAYS
SCHEDULE OF FINDINGS
YEAR ENDED JUNE 30, 2005

2005-1 Information Systems Controls

Criteria: The management of the Division is responsible for establishing and maintaining adequate information systems internal controls. Furthermore, an integral part of an entity's internal control structure is the effective segregation of duties, which involves assigning responsibilities for authorizing transactions, recording transactions and maintaining custody of assets to different individuals, thus reducing the risk of errors or fraud occurring and not being detected.

Condition: The Division operates a wide variety of computer applications, many of which affect federal and state programs' data. During our review of the information systems controls we noted the following:

- Through the West Virginia Information System & Communication Department of the State of West Virginia (IS&C), the Division did have a vulnerability test conducted on all access points from the IS&C systems to the firewall at the Division's system access point. However, the vulnerability test performed did not include a test of the internal network or the wireless networks utilized by the Division. By completing this review, the Division will have increased assurance that network devices and server platforms are protected from current and emerging threats and vulnerabilities. Also, there are no policies and procedures in place for conducting periodic vulnerability testing and intrusion testing of the various computer systems maintained by the Division. (Also noted in prior year)

- Programmers in the Division's Information Services Department have access to production programs in the REMIS system and the Project Record System (PRS). This access grants the Division's Information Services Department personnel the same rights as a business user of the application, which allows them access to data and transaction authority. (Also, noted in the prior year)

- The Division of Motor Vehicles (DMV) Cash Register System stores user account passwords in clear unencrypted text. Storing passwords in clear, unencrypted text increases the risk that a user account's password could be compromised by another user. (Also, noted in the prior year)

Context: Information systems controls potentially can affect all federal and state programs and are critical to the daily operations of the Division.

Cause: Policies and procedures have not been adequately updated and information system controls may have not been monitored by the Division.

Effect: Unauthorized access to critical information systems may occur and not be detected.

2005-1 Information Systems Controls (Continued)

Recommendation:

We recommend that the Division complete a vulnerability assessment of the internal network environment including the related wireless networks. This review could be conducted under a statewide contract that is currently in place with IS&C. Furthermore, we recommend that the Division develop policies and procedures for conducting periodic vulnerability and intrusion testing of the various computer systems maintained by the Division.

Also, we recommend that the Division remove programmer access from production applications and develop policies and procedures regarding programmer access. If this access is necessary, mitigating controls such as monitoring of programmer access and activities within the production application should be performed and documented.

Furthermore, we recommend that the Division contact the vendor of the DMV Cash Register System and request that passwords be encrypted.

Management Response:

Agree: *We recognize the need for a vulnerability assessment of the internal network. We planned to consult with the Information Services and Communications Division (IS&C) about using the statewide contract for this service, determine the costs and present a proposal to the DOT Business Manager for review and approval consideration. However, with the current administration's appointment of a State Chief Technology Officer, we are unsure of our future responsibilities in administering the DOT network. As we understand, the State CTO plans to consolidate all state agency networks and support personnel into one agency, IS&C. Afterwards DOT would not be responsible for network operations including vulnerability assessments, intrusion detection and the policies and procedures for these functions.*

We will continue to monitor the plans of the State CTO and the changing role of agencies with regard to network operations and responsibilities. We will propose vulnerability assessment and intrusion detection plans for the DOT network, if necessary.

As stated last year, we do not consider the wireless networks referenced to be vulnerable. Wireless use within the DOT network is restricted to point-to-point access between MAC addresses only. The DOT network offers no wireless access points or hot spot connections that a hacker could exploit.

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION,
DIVISION OF HIGHWAYS
SCHEDULE OF FINDINGS
YEAR ENDED JUNE 30, 2005

2005-2	Accounts Receivable Collection and Financial Reporting
Criteria:	Article V of the Constitution of West Virginia states in part that, "the legislative, executive and judicial departments shall be separate and distinct, so that neither shall exercise the powers properly belonging to either of the others." Furthermore, Article 10, Section 6 of the Constitution of West Virginia states in part that, "credit of the state shall not be granted to, or in aid of any county, city, township, corporation or person; nor shall the state ever assume, or become responsible for the debts or liabilities of any county, city, township, corporation or person." Furthermore, the Division's accounts receivable policies and procedures state that entities with past due balances will have credit discontinued until the account is brought current.
Condition:	We noted that in prior periods management of the Division has extended credit to other entities, including State agencies and political subdivisions that have accounts receivable balances that are past due. By doing this, the Division significantly decreases their ability to collect these balances through the regular collection process. (Also noted in prior year) The Division has made significant strides in this area by creating new policies and procedures to collect on past due accounts and has limited extending credit to companies known to have overdue accounts.
Context:	The total allowance for doubtful accounts as of June 30, 2005 was approximately $1.3 million. The total accounts receivable for this category of transactions as of June 30, 2005 was approximately $6.6 million.
Cause:	Management of the Division has extended credit to entities, including other State agencies and political subdivisions of the State that have accounts receivable balances that are past due.
Effect:	The extension of credit to other State agencies and political subdivisions could be construed as the Division appropriating funds, thus usurping the constitutional authority the legislature.
Recommendation:	We recommend that the Division continue to suspend the extension of credit to entities, including other State agencies and political subdivisions with past due balances until the account is brought current. Also, we recommend that the Division continue to evaluate the requirements of West Virginia State Code and determine if revisions to and/or exclusions to the Code should be considered.
Management Response:	*Management Response: The Division of Highways agrees with the recommendation that a policy be developed to analyze the accounts for Accounts Receivable. We will incorporate the policy dealing with the collections into the existing collection policy for the Accounts Receivable Section. We also offer the following comments. Please remember the state once again suffered many disasters the past year and WVDOH may have extended credit to counties, cities or towns affected. But these will be reviewed and analyzed during the current year.*

2005-2 Accounts Receivable Collection and Financial Reporting (Continued)

1. *The Division of Highways does cease credit extension for entities that have past due balances. For hauling permit and escort services accounts through our Maintenance Division, and our "SS" accounts (bid letting and specs) no further charges are allowed until the balance is paid in full. Trucks often have to wait at the state line because we will not issue permits or provide escorts on an overdue account. When entities that have leases with Property Management for sign (logo) rental or property rentals become delinquent, they are notified that their lease will be cancelled or their signs removed.*

2. *In the case of governmental entities, the situation is more complicated. The Division aggressively employs every legal recourse available to collect debts from entities such as County Commissions, Public Service Divisions, Towns, School Boards, Prisons, and State Agencies. We have a record of taking many of these entities to the Court of Claims for collection, where we have been overwhelmingly successful. However this is often a more complex situation than can be dealt with a simple refusal of services. For example, we have had Emergency Services Organizations with an outstanding balance need gasoline for an ambulance or a school board for its buses. Often in rural areas we are the only source for gasoline in emergency situations. During the past several years the number of governmental entities obtaining gasoline from the Division of Highways has significantly decreased. It has been our goal to eliminate this service completely, but emergency situations arise where this is impossible. We receive calls from members of the legislature requesting the Division's services for their constituency in dire circumstances such as water hauling during a drought or assistance from flood damage. Some of these situations are on an emergency status from the Governor's Office and some are not. The Division of Highways asserts that government must provide for its citizens particularly in exigent circumstances. The Division has responded to these requests with this premise rather than a strictly financial one. The Division seeks guidance from the Legislature for handling matters such as these and requests for services to governmental entities from the Governor's Office on a non-emergency basis to entities indebted to the Division. The Division is currently carrying balances for many government entities for water emergency services.*

The Division does not agree that the extension of credit to entities with outstanding balances "significantly decreases their ability to collect these balances through the regular collection process". There are two applicable time periods for the collection of debts. We have 2 years to collect non-contractual debts and 10 years to collect debts incurred by contract. The Statute of Limitations begins to run when the debt is incurred or the contract is signed. Therefore, subsequent debts have no effect on collecting a prior debt that has a different Statute of Limitations. During the applicable time period Accounts Receivable, the Claims Division, and ultimately the Legal Division work systematically to obtain payment. Prior to the Statute of Limitations expiring, the debt is referred to the Legal Division where a determination is made whether to file a lawsuit. Many factors are considered primarily being if the entity has sufficient funds or assets to satisfy a judgment. If it appears feasible to file a lawsuit, a case is filed in Circuit Court.

2005-2 Accounts Receivable Collection and Financial Reporting (Continued)

The Division, in conjunction with the Division of Purchasing has managed to incorporate into the next fuel card contract the opportunity to allow the vendor to assign fuel cards for vendors who wish to purchase fuel from the Division. This change will allow the Accounts Receivable to become the responsibility of the fuel card vendor and not the Division. If the fuel card vendor drops an agency for non-payment the Division does not plan to sell fuel to that customer.

The Division has made considerable progress in this area. They are now checking to make sure customers are current before extending credit. Additionally, they are notifying customers of delinquencies and are now being proactive in collections. With the advice of counsel, they have also cleaned up much of the older accounts receivable balance.

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION,
DIVISION OF HIGHWAYS
SCHEDULE OF FINDINGS
YEAR ENDED JUNE 30, 2005

2005-3	Independent Engineer's Cost Estimate
Criteria:	Section 157-1-7.7b of the Code of State Rules requires the director of the division initiating the request for service to be responsible for preparing an independent engineer's cost estimate prior to the receipt of the fee proposal from the consultant.
Condition:	For two (Project numbers S245-3-9.37(03); U317-50-18.0300) out of the 20 proposals which required independent engineer's cost estimates to be performed during the fiscal year ended June 30, 2005, the estimate was not prepared by the Division until after the consultant's price proposal was received. (Noted in the prior year)
Context:	Total expenditures for architectural and engineering services were approximately $72.1 million for the year ended June 30, 2005.
Cause:	Due to staff and time limitations, the Division has been unable to prepare the independent engineer's cost estimate prior to receipt of the fee proposal from the consultant.
Effect:	The Division is in noncompliance with the Code of State Rules and cost estimates prepared by the Division risk being influenced by submitted proposals.
Recommendation:	We recommend that the Division continue to devote the necessary resources to ensure that the Code of State Rules and its policies and procedures are followed and cost estimates are prepared in a timely manner.
Management Response:	***Agree:*** *As far as project U317-50-18.03 (Traffic Signal System, US 50), the following reply and proposed action is offered.* *In the past, the Traffic Engineering Division used standard language in the scope of work notes that indicated the consultant would deliver the proposal in three weeks from the date of the scope of work meeting. Sometimes the proposal would arrive prior to the final completion of the independent estimate. It should be kept in mind that those preparing estimates have numerous other job responsibilities. Measures are taken to ensure that those within the Division preparing estimates do not have access to the proposals until such time that the independent estimate is complete.* *More recently, at the scope of work meeting this Division has been requesting that the consultants send only narratives and hold the hourly estimate portion of the proposals until such time that the estimate is complete. Then this Division officially requests the consultant's submit the full proposal include work hour estimates.* *Although no proposals are viewed by staff developing independent estimates prior to completing the estimates, to avoid any perception of impropriety, the following action is proposed. The Director of Traffic Engineering Division will meet with the staff involved in the development of Scope of Work and Independent Estimates to emphasize the importance of completing the independent estimates prior to receipt of the consultant's proposal. All scope of work notes on future projects will indicate that proposals shall not be submitted until specifically requested by the Division of Highways. This request will not occur until the Director is satisfied that the independent estimate is completed and approved.*

2005-3 Independent Engineer’s Cost Estimate (Continued)

As far as project S245-3-9.37 (03) - Mussel Habitat Survey, we agree this is a finding. The independent Engineer’s Estimate was not prepared prior to receipt of the consultant’s cost proposal.

The WVDOH has pursued making sure independent Engineer’s Estimates are prepared prior to receipt of the consultant’s cost proposal. Progress has been made in this area over the last couple of years. The WVDOH will continue to address this issue and will make every effort to see that the independent cost estimates are prepared prior to receipt of the consultant’s cost proposal. It is felt that the staff has done a pretty good job in this regard, and will work hard to eliminate this finding on future audits.

2005-4 Procurement of Architectural and Engineering Services

Criteria: Chapter 5A, Article 8, Section 9 of the West Virginia Code states in part that: "The head of each agency shall make and maintain records containing adequate and proper documentation of the organization, functions, policies, decisions, procedures and essential transactions of the agency designed to furnish information to protect the legal and financial rights of the state and of persons directly affected by the agency's activities." Section 157-1-7.3n of the Code of State Rules states in part that: "A written expression of interest made by the consultant indicating his desire to perform a particular project, task or service. This shall include, as a minimum, a current qualification questionnaire, location of where work would be performed, cost accounting information statement…" Further, Section 157-1-7.16 states: "Record Keeping. Unless otherwise noted, all documentation under this procedure will be retained on file at the Division of Highways and would be available for review by the FHWA."

In addition, Section 157-1-7.3bb of the Code of State Rules requires the selection committee for the procurement of architectural and engineering services to consist of the Secretary of Transportation, the Commissioner of Highways, the State Highway Engineer and the next lower level of management below the State Highway Engineer under whose direction the work will be performed.

Condition: We noted the following during our review of documentation related to the procurement of architectural and engineering services:

- For several of the projects reviewed, the reasons for why a vendor was selected and the interviews of consultants were not documented. (Noted in prior year) Specifically, we noted this in the following files: S345-3-9.3702, S306-10-4.9900, T627-35-17.9400, S350-44-5.6200, X354-D-4.7302, T637-807-0.0400, Statewide Agreement, U352-2-11.6500, U320-64-49.7304, U212-220-10.64 00, S312-8-0.0100, S245-3-9.37(03), S330-49-1.67(00), GO42-HDQ/ES-1.00(00), and U317-50-18.0300.

Context: Total expenditures for architectural and engineering services were $72.1 million for the year ended June 30, 2005.

Cause: The Division was unable to locate some of the documentation, and policies and procedures of the Division do not clearly specify the documentation which should be maintained.

Effect: The Division was unable to provide supporting documentation related to compliance with the West Virginia State Code.

Recommendation: We recommend that the Division strengthen their policies and procedures regarding required documentation for the procurement of architectural and engineering services and/or seek clarification from the State of West Virginia Legislature regarding the applicable documentation and the related requirements of the West Virginia State Code.

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2005-4 Procurement of Architectural and Engineering Services (Continued)

Management Response: ***Agree:*** *Though the Division continues to differ on this finding, we have implemented a new process that requires interviews to be conducted with all consulting firms on the short list prior to final selection. This change in process will help to eliminate this finding in future years though the Division is of the opinion that the necessary documentation was currently available in the files indicating the pre-selection committee had assurance that everyone on the short list has been interviewed by at least one member of the pre-selection committee. The Division and the FHWA have recently agreed to the evaluation criteria required and the procedure to be used in identifying why a particular consultant was chosen. As stated above, the Division has instituted a process that will further document short listing and selection.*

2005-5 Evaluation of Consultant's Work

Criteria: Chapter 5A, Article 8, Section 9 of the West Virginia Code states in part that: "The head of each agency shall make and maintain records containing adequate and proper documentation of the organization, functions, policies, decisions, procedures and essential transactions of the agency designed to furnish information to protect the legal and financial rights of the state and of persons directly affected by the agency's activities." Further, Section 157-1-7.10 of the code of State Rules states that: "Upon completion or performance termination of the consultant's work, the responsible Division will prepare a report recording its evaluation of the consultant's efforts. A copy shall be sent to the consultant for review and comment and any written comments received shall be attached to the final report. All consultants with active contracts shall be evaluated in March of each year on each active project. On contracts where the final product has been accepted by the Division but the final invoices have not been paid, the consultant will not need to be evaluated…"

Condition: We noted the following during our review of the Division's evaluation of consultants' work:

- The March annual consultant evaluations could not be located for twelve out of twenty active projects reviewed. (Also noted in the prior year) The projects numbers were S345-3-9.3702,EA, T627-35-17.9400, EA, X354-D-4.7302, S.A., T637-807-0.0400, E.A., Statewide Agreement, U352-2-11.6500, E.A, U320-64-49.7304, E.A., S312-8-0.0100, S245-3-9.37(03), S33-49-1.67(00), U317-50-18.0300, GO42-HDQ/ES-1.00(00).

Context: Total expenditures for architectural and engineering services were $72.1 million for the year ended June 30, 2005.

Cause: The Division indicated that evaluations are performed at the preliminary field review, final field review, and final grade review, and that these evaluations may be retained by the project manager in the project files. As of the date of fieldwork, these evaluations had not been provided.

Effect: The Division was unable to provide supporting documentation related to compliance with the West Virginia State Code.

Recommendation: We recommend that the Division strengthen their policies and procedures regarding required documentation for the evaluation of consultants.

Management Response: ***Agree:*** *The Division has concluded our process for conducting evaluations needs to be completely re-evaluated. There are currently too many milestones where evaluation of the consultant's work is required. If we would follow our existing policies, the staff would have to spend a disproportionate amount of time completing evaluations. The Division will work diligently to amend its current procedures so that more realistic goals can be achieved. Management will require the amended procedures to still have proper controls on the evaluations.*

2005-6 Authorization of Overtime Pay

Criteria: The management of the Division is responsible for establishing and maintaining adequate controls related to the approval and authorization of overtime pay for employees of the Division.

Condition: We reviewed overtime paid during the fiscal year ended June 30, 2005 and noted the following:

- The Division does not have adequate policies and procedures for the administration of overtime.
- The Division has not updated the existing policies and procedures and related payroll classifications regarding the new U.S. Department of Labor Standards.
- Several employees had a significant amount of overtime during non-emergency situations.
- Some employees in the period of retirement calculation appeared to have unusual amounts of overtime.

Context: On April 22, 2005, the Cabinet Secretary issued a memo stating that all non-emergency overtime would need approval from his office. Total overtime expense for fiscal year 2005 and 2004 was approximately $14,002,000 and $15,366,000, respectively, a $1,364,000 reduction. For a six month period January to June of each year, the totals were $6,814,000 for 2005 and $8,772,000 for 2004, a $1,958,000 reduction. Furthermore, overtime hours ranged from 313 to 677 for the top 100 employees with overtime.

Cause: Adequate policies and procedures and internal controls may not exist for the approval of overtime compensation.

Effect: Amounts claimed as overtime compensation may be excessive for the tasks performed.

Recommendation: We recommend that the Division continue to review and monitor their policies and procedures for approval and authorization for overtime pay to determine if changes are needed. Furthermore, we recommend that management continue to review overtime paid to determine the appropriateness of the amount charged and the effectiveness of the hours worked. In addition, we recommend that the Division work with the West Virginia Division of Personnel and review their policies and procedures for determining which employees are eligible for overtime and ensure policies and procedures are in compliance with the new Federal overtime laws and regulations. In addition, management should monitor overtime for individuals within the retirement window to ensure that compensation for retirement calculation purposes is not inappropriately inflated.

2005-6 Authorization of Overtime Pay (Continued)

Management Response: ***Agree:*** *Management believes only having necessary overtime will eliminate much concern and discussion in this area. The Division unlike other state agencies will never eliminate overtime in fulfilling our mission. Additionally in January all non-emergency related overtime is submitted to the Secretary's office for approval. The Division recognizes overtime is a necessary requirement for the safety of our traveling public and knows it will not be eliminated, but we believe it is now better controlled. The Division has also been notified an audit of overtime is being performed by the Legislative Post-Audit Staff. However, prior to the initiation of that audit the Division was examining classifications to clarify employees as to the status of the overtime being either exempt or non-exempt. The agency is now awaiting the results of the audit, or tentative results to further address this issue.*

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2005-7	Land
Criteria:	Section 157-2-8 of the West Virginia Code sets forth various requirements regarding land and lease issues. West Virginia Code sections 17-2A-19, 5A-8-9, and 12-2-2 also address various criteria to be followed by the State regarding land and lease issues.
Condition:	We noted several issues relating to land and leases, including the following: • There was not a comprehensive detail of land and land improvements, or a detail of additions and disposals for the year. • Appraisals were not always not prepared in a timely fashion. • Lease renewals were not always properly reviewed. • Leased property was sometimes occupied by the lessee prior to payment or to the execution of the lease agreement. • Property was leased for less than fair market value in a significant number of leases. • Property was sold at less than fair market value to entities that are not governmental entities. • Unreconciled differences existed in records maintained by the Commissioner compared to those maintained by Property Management.
Context:	The total land and land improvements on the financial statement is $19,317,000 as of June 30, 2005.
Cause:	Management of the Division has extended authority to the districts and has not maintained controls of the record keeping within the division or at the district locations.
Effect:	The lack of controls and poor record keeping could result in errors, irregularities or abuses that are not detected.
Recommendation:	We recommend that the Division develop policies and procedure to establish sound record keeping and internal controls to address the issues noted above.
Management Response:	*Agree: The Division will move to develop a computerized system to track property acquisitions. Districts will be notified to place appropriate priority for tracking lease rates and renewal date. We feel the new valuation criteria for sales and leases will greatly assist with this problem. Also, as one dollar beautification leases become due they are to be converted to beautification permits greatly reducing the number of dollar leases. In addition other one dollar leases to all but governmental agencies will also be re-evaluated as they become due for renewal.*