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On the cover
2016-2017 CAWV President C.R. Neighborgall IV, The Neighborgall Construction Company, is the third member of Huntington’s Neighborgall family to serve as President of the CAWV. His goals as president included improved membership recruitment and retention, involvement of industry leaders, and help secure infrastructure funding in West Virginia. Cover photo in Marshall University’s Brad D. Smith Foundation Hall by Pat McDonald.

The Contractors Association of West Virginia is a nonprofit trade organization representing the building, highway, heavy and utility contracting industries in West Virginia. Its services include establishment of a close working liaison with state and federal agencies; worthwhile educational and informational programs; the regular dissemination of pertinent information to its members; strong legislative and media relations; as well as all other activities deemed necessary and proper to promote the general welfare of the construction industry. The CAWV is a certified chapter of the Associated General Contractors of America and the American Road and Transportation Builders Association.

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Since the 1920s, The Neighborgall Construction Company (NCC) has accomplished much in West Virginia, firmly planting its roots in Huntington over the years.

Four generations of Neighborgalls have made their company one of the oldest family owned and operated construction businesses in the nation. Throughout the decades, the company has erected a wide array of structures, including schools, health care facilities, banks and much more.

C.R. Neighborgall IV, president of NCC, is the third member of Huntington’s Neighborgall family to serve as President of the Contractors Association of West Virginia. He follows in the footsteps of his father and grandfather, both of whom headed the CAWV in the past.

The fourth generation Neighborgall began working for NCC at the age of 15. “I began working summers in the warehouse where we maintained and stored tools and equipment,” said Neighborgall. “I worked in the office every summer during college.”

Neighborgall says working those summers and being exposed to company operations provided him a great professional foundation.

“I’ve had many roles at NCC including warehouse assistant, assistant project manager, project manager, project executive, vice president of administration, and now, president,” he stated.

C.R. Neighborgall graduated in 1987 from Clemson University. He earned a degree in building science and construction management which also included two years of architecture.

After getting his degree, Neighborgall went to work in Durham, North Carolina to gain experience outside of the family business.

“When I graduated our work volume was low,” Neighborgall recalled. “I took a job as an estimator for George W. Kane in North Carolina. It was a great opportunity to receive experience with another company outside of West Virginia.”

Two years later he returned home. His father, Charles Neighborgall III, said that the family business had taken on a large new project building an operating room addition at Cabell Huntington Hospital. The returning son took on
the role as assistant manager of the project.

Since then, the multi-generational family business built Huntington, Cabell Midland and Spring Valley high schools; a number of the facilities at St. Mary's Medical Center, Cabell Huntington Hospital and King's Daughters Medical Center; Marshall University's medical and forensic science centers; the Marshall University Visual Arts Center; the Brad D. Smith Foundation Hall at Marshall University; the Isabelle Gwynn and Robert Daine Gallery at the Huntington Museum of Art; renovation of the chambers at the West Virginia Supreme Court; and one of the company's biggest project to date, the $70 million Clinical Pavilion at Thomas Memorial Hospital in Charleston.

Neighborgall Construction has been an integral part of West Virginia's construction industry for over ninety years.

C.R. Neighborgall founded the firm in the 1920s. His son, C.R. Neighborgall Jr., took over in the 1940s. Later, he turned the company over to his son, Charles R. Neighborgall III, who in turn has entrusted it to current President, C.R. Neighborgall IV.

The company was founded in the 1920s by C.R.’s great grandfather and E.P. Leach. It was the Neighborgall & Leach Construction Company, and they started out building houses on Huntington’s South Side.

Some of their earliest institutional projects were three local fire stations; one on the South Side, Huntington’s Central Fire Station and a fire station in Ceredo.

In 1946, the Neighborgall and Leach families went their separate ways. Leach formed E.P. Leach & Sons.

Beginning in the late 1940s, Neighborgall started doing some post-war industrial build-up, including a project for International Nickel Company (now Special Metals) and the Houdaille-Hershey plant, which made bumpers for Chrysler.

In the 1960s, projects included construction of Prestera Center for the state Department of Mental Health and an addition to the Morrow Library for Marshall University.

In the 1970s came Urban Renewal. NCC built the Huntington American Red Cross Blood Center on Veterans Memorial Boulevard and the Cabell County Public Library. It also built the Chase Bank Building, and when banks started building branches, NCC built some branches for Security Bank, now BB&T. Then came a lot of health care work and grocery store buildings for Big Bear and Kroger.

NCC contributed majorly to the St. Mary's Center for Education in Huntington. In 1956, it built Sears & Roe-buck on the corner of 5th Avenue and 29th Street, where the Ringling Bros. Circus used to set up in town. In 1980, it became a Big Bear when Sears moved to the mall, and Neighborgall did that renovation project. It did other renovation work on that facility for Big Bear as well, and after Big Bear closed, it did the renovation for St. Mary's to become its education center.

In the 1990s, it started building consolidated schools, beginning with Capital High School in Charleston.

During the construction of the Marshall University Medical Center at Cabell Huntington Hospital, there was the factor of bringing together officials from the university and the hospital.

“Building the Marshall University School of Medicine on the campus of Cabell Huntington Hospital was a very memorable project,” Neighborgall stated. “It was exciting to be involved with the new partnership between Marshall University and the hospital.”

Much has changed in the industry according to Neighborgall.

“Technology in the field and in the office has changed dramatically. I remember working in the office in high school when we got our first personal computers, IBM PC XT 286’s. At the time they were state of the art. There was no internet. I remember having cell phones installed in our cars was a big deal,” he said.

“Due to technological advances, the amount of information our company works with is exponentially greater than when I started,” he said. “In some instances, it has made us more productive, but due to so many demands on our attention, we have to guard against burn out and distractions.”

The chamber of the Supreme Court of Appeals of West Virginia is just one of The Neighborgall Construction Company's impressive projects. Throughout the decades, the company has renovated and erected a wide array of structures, including schools, health care facilities, banks and much more across the state of West Virginia.
As president of the CAWV in 1993, Charles Neighborgall III followed in the footsteps of his father, Charles R. Neighborgall Jr., who served as CAWV president in 1959. Now C.R. Neighborgall IV has become the third member of the construction family to head the association.

“My father has definitely inspired me. Not only has he been a great Dad, he’s been a patient teacher and valued partner.”

During his time as CAWV president, his goals were to improve membership recruitment and retention, continue the focus on involving industry leaders and to secure infrastructure funding for West Virginia.

“Even in these tough economic times we have managed to increase membership, which is not only financially necessary, but speaks to the service and influence our association provides its members. We saw more committee involvement from the Young Contractors Forum thanks to the leadership of Josh Booth of Highway Safety, Inc.

“The CAWV legislative activities were in full gear this year,” said Neighborgall. “Most every issue in this year’s session affected our membership, from highway funding to the budget to the 6.35 percent construction tax on all construction projects.

“I am proud of CAWV members who made a concerted effort to meet and talk with their senators and delegates on issues that affected our industry.
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                                      Columbus, OH  614-636-4050
                                      Cincinnati, OH  513-321-7833
“The association was successful in just about every issue we pursued through the regular and special session. Working together, our membership can accomplish many things. A $2.8 billion highway funding plan is unprecedented in West Virginia.”

Neighborgall and wife, Beth, have been married for 29 years. They have two sons, Quentin and Campbell. Quentin is studying Exercise Physiology at Mountwest Community and Technical College. Campbell is studying Mechanical Engineering at Virginia Tech.

Neighborgall thanked his wife for all her help in the company as well as during his term in office.

“Incoming CAWV President Scott Pierson had words of praise for his predecessor.

“I got to know C.R. more as I moved through the chairs of the organization,” said Pierson, president of Pipe Plus, Inc., Nitro. “I know it’s tough for a third or fourth generation contractor to make his mark in the company and industry. Shame on me if I had any doubts about him.”

Pierson said he was impressed by the outgoing president’s work ethic and patience in addressing the duties of CAWV president.

“I am so impressed by his ‘can do’ attitude and the style in which he conducted the affairs of this organization,” said Pierson. “As they say, he is the ‘real deal’. He has made my job much easier next year.”
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Associate Division
"There is no better way to stimulate West Virginia's economy than to invest in infrastructure. It is fundamental for the future of West Virginia."

This is according to Commerce Secretary H. Wood (Woody) Thrasher, who was the keynote speaker at this year's CAWV Annual Meeting, held July 13-16 at The Greenbrier. Over 350 members and guests attended this year's meeting.

Thrasher, who was appointed commerce secretary by Governor Jim Justice, told members at the Saturday General Business Session the governor's $2.8 billion highway program will create thousands of jobs and provide a good stimulus but West Virginia will need to diversify its economy in order to be successful going forward. He talked about recent investments in the state that he hopes his department will capitalize upon to create additional development.

"Proctor & Gamble will probably invest over $1 billion in its facility in Martinsburg and the just announced Roxel facility in Ranson will have a $1.3 billion economic impact," the secretary stated. "The West Virginia Development Office was instrumental in getting Roxel because we invested in infrastructure to develop the site."

This included $6.5 million to the city of Ranson to extend their sewer lines, a $1.2 million water line extension and a $2.2 million loan to the company for construction.

"All of this creates work for contractors," said the former head of Thrasher Engineering, the Harrison County engineering firm he started in 1983 with his father, Henry. "The water and sewer line extensions will open up additional sites for development," he said.

The new secretary did not sugarcoat West Virginia's economic woes. He showed a video which detailed the state's recent ranking by CNBC as the number one worst state for business in the nation. He also noted West Virginia's declining population and lack of infrastructure in many parts of the state.

"When I started working for Hornier Brothers Engineers I drove 58,000 miles a year to every public service district and municipality to try to get work. Thirty-four years later, I can count on one hand the number of communities that have improved. Highway construction will help a lot but that alone will not diversify the economy. We have learned from other states how they have become successful in reinventing themselves. West Virginia must do the same."

Secretary Thrasher just returned from a trade trip to Japan where he met with a number of automotive leaders.

"Parkersburg has a vibrant automotive industry with companies employing thousands of West Virginians. Many, including Hino Motors, are expanding their operations," he said.

He also detailed other parts of the state that are seeing investment. These include the aerospace industry in the Clarksburg area, and the Marcellus gas activity in the Northern Panhandle.

"Marcellus gas development will provide one of the greatest opportunities in our life time," he predicted. "We are working on a three-state initiative with Ohio and Pennsylvania to develop value-added products, whether it be cracker plants, a gas storage hub or pipelines. We believe there is enough capacity in this area for five cracker plants, which would be a game changer for West Virginia."

The secretary said the governor's legislative proposals included $105 million for his Save Our State (SOS) plan that would have been spent on economic development and site development projects, including water and sewer, roads and other infrastructure. The governor reduced his request to $35 million a year for three years. In the final budget, legislators did not include any SOS funding.
“I love West Virginia but we have to change the way we do things,” Thrasher opined. “We are better than this. We have to aggressively work to improve our state and I challenge all CAWV members to help me do this. I know I’m surrounded by friends in this room. My father taught me early in my career that contractors are self-made people who are risk takers. I have the greatest respect for contractors because you know how to build. CAWV members epimorphize what we need in West Virginia; risk takers who will move West Virginia forward and get us out of our current morass.

“I look forward to working with each of you for the betterment of West Virginia,” Secretary Thrasher commented.

State Highway Engineer Gillispie Outlines Waves of Construction

New State Highway Engineer Aaron Gillispie, P.E., was the guest speaker at the Highway/Heavy Division meeting. He spoke on the $2.8 billion highway funding program proposed by Governor Justice and approved in the special session of the West Virginia Legislature. (See related article on page 26 in this issue for complete details).

CAWV Highway/Heavy Division Chairman John Boyle, Instant Growth Hydroseeding, Inc., Kingwood, had a crowd anxious to learn more about the future of the highway program in attendance at the division meeting held in conjunction with the CAWV Annual Meeting at The Greenbrier.

Bob Orders, Orders Construction Company, St. Albans, a board member of The Road Information Program (TRIP) and vice president of West Virginians for Better Transportation (WVBT), discussed each organization’s role in the successful passage of the $2.8 billion highway funding legislation. A TRIP report released February 16 was utilized extensively by Transportation Secretary Tom Smith, Orders told the group, adding that Secretary Smith referred to the TRIP findings as “alarming.” He said a second TRIP report released in May discussed the condition of rural roads and bridges in West Virginia.

WVBT helped support Governor Justice’s highway initiatives by holding “Transportation Day at the Capitol” on February 17, and Orders thanked the membership for their support of the event. He also discussed the many avenues utilized by WVBT to educate and promote the need for highway funding, including numerous radio, TV and newspaper ads. In addition, “Street View” flyers were sent directly to legislators at their homes prior to the start of the special session of the West Virginia Legislature. Orders thanked members for support of WVBT and their active participation in the legislative process.

New State Highway Engineer Gillispie addressed the Highway/Heavy Division and praised Governor Justice for his vision and highways initiatives. He also said that the division, under the leadership of Transportation Secretary Smith, view the construction industry as partners and viewed good communication as critical to successful delivery of the program.

He detailed the governor’s successful legislative agenda. Highlighting the legislative agenda were passage of bills relating to Public Private Partnerships (P3), Design Build, GARVEE bond expansion, West Virginia Parkways tolls and bonding, fees (DMV, gas tax and vehicle sales tax) and a constitutional referendum on road bonds. The WVDOH official noted the importance
Kris and Krystal Tawney enjoyed the Early Bird Reception.

Shawna and Doug Meeks and Greg Neil attended the Early Bird Reception.

Tim and Emily George attended this year’s Annual Meeting.

Buck and Jane Belt were happy to attend the Annual Meeting.

Lisa Pollitt, Sara and Jim Matheney catch up during Thursday’s reception.

Chad and Shelley Riley attended the Early Bird Reception at The Greenbrier.

John and Leah Gabhart enjoyed this year’s Annual Meeting.

Wayne and Sandy Kee pose for a photo during the Early Bird Reception.

Adam Nichols and Amy Ditto attended this year’s Annual Meeting.

Kevin Kemerer and Mike Gianni enjoyed the reception at this year’s meeting.

Former West Virginia Governor Gaston Caperton (right) spoke with members and guests at the Early Bird Reception.

Brent and Lisa Cvechko attended this year’s Annual Meeting.

Kevin Radford and Sunith Hapuarachy catch up at the Early Bird Reception.

CAWV Scholarship Foundation Chairman Gene Thompson and incoming CAWV President Scott Pierson at the Early Bird Reception.

Dan, Matthew, Krista and Doris Flesher enjoyed the reception.

Shawna and Doug Meeks and Greg Neil attended the Early Bird Reception.
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of supporting the October 7 ballot initiative, “Roads to Prosperity,” authorizing the sale of $1.6 billion in highway bonds.

There will be a broad spectrum of projects according to Gillispie, ranging from secondary roads to expressways, including pavements, small and large bridges, slides, safety, drainage, American with Disabilities (ADA) Act upgrades, and more. Projects will be delivered in waves, he said, meaning different types of projects will come from various funding sources.

Waves to watch for include lettings for the regular 2017 program; Part A Surge (2018 and 2019 projects let in 2017) -- $30 million; GARVEE 1 -- $230 million; Secondary state and local service (SLS) projects -- $100 million; West Virginia Turnpike toll projects -- $125 million; and general obligation bonds (if voters ratify the bond amendment on October 7) -- $600 million.

These projects, Gillispie noted, will be delivered by various project delivery methods including design-bid-build, design-build, purchase orders and P3s. The method will depend on time and manpower constraints and legislative limitations. Contractors will be able to find more information on these waves and projects on the WVDOH website and BidX.

The former District 1 Engineer said that staffing challenges will be addressed through internal hiring and the use of consultants. Gillispie said that WVDOH management is seeking to restore industry interaction and communication to a more effective level and will include joint committee meetings. He said that reaching maximum efficiency and effectiveness will require partner-ships, teamwork and communication to deliver a program that could range from $2.6 billion to $2.8 billion.

The new State Highway Engineer responded to many questions regarding program balance, size of projects, letting schedules, completion dates, Disadvantaged Business Enterprise goals and other issues related to delivering an annual program that may be seven times the normal program.

Division members concluded their meeting by electing Matt Farley, vice president of Vecellio and Grogan, Inc., Beckley, as new Division Chairman.

Building Division members receive task force, legislation update

The CAWV Building Division met at the CAWV Annual Meeting. Building Division Chairman Tripp Dailey, W. Harley Miller Contractors, Inc., Martinsburg, reported that CAWV task forces have been actively working on industry issues as they arise.

CAWV / School Building Authority of West Virginia (SBA) Task Force Chairman Jamie Ridgeway, March-Westin, Inc., Morgantown, reported that the SBA’s new executive director, Frank Blackwell, has met with members of the task force and expressed his desire to be a partner with the industry. He noted that the new director is willing to look at any policies the SBA has enacted that have shown not to be beneficial for school construction projects in West Virginia.

Attendees also discussed new West Virginia Purchasing Division language that will be included in future documents as well as H.B. 2897, a bill that was introduced to help public service districts perform work on an emergency basis and increase from $10,000 to $50,000 before competitive bids are required. The bill is in response to the damage caused to public water and sewer facilities during the June 2016 floods.

H.B. 2897 ended up being the vehicle to address other construction requirements administered through the Purchasing Division. The bill, in its final form, increases the bidding requirement to $25,000 and allows for emergency projects.

In addition, the bill: 1/ Limits alternates on public bids to seven and requires alternates to be selected in their order. If alternates are taken out of order, the selection cannot change the determination of the lowest qualified responsible bidder; 2/ The low bidder has one business day to submit his subcontractor list; 3/ Contractors can submit an affidavit stating they have a drug-free workplace policy within one business day of the bid opening instead of having it included in the bid documents; and 4/ The low bidder can submit his West Virginia contractors’ license number within one day of the bid opening instead of having it included in the bid document. The legislation does leave some question as to how the base bid is effected by the alternates chosen and the CAWV Bid Procedures Task Force will meet with State Purchasing to get clarification on the new rules.

Building Division members discussed several other industry issues that will be placed on the agenda of the next CAWV Joint Architects Committee meeting. Chairman Dailey was reelected for another term.
Associate Division Vice Chair Lisa Teel and husband, Kevin, enjoyed the President’s Reception.

Matt and Dianna Farley attended this year’s meeting at the Greenbrier.

Jill and Rob Williams enjoyed Saturday’s reception.

Chris and Melissa Lambert during the President’s Reception.

Vice President Doug Meeks and wife Shawna at Saturday’s President’s Reception.

Woody Thrasher and son Austin attended this year’s CAWV Annual Meeting.

Jim and Chris Tressell joined members at this year’s Annual Meeting at The Greenbrier.

Mike, Caroline and Rhonda Anderson pose for a photo at Saturday’s reception.

Teresa and Bill Grove attended this year’s meeting at The Greenbrier.

Brad Coleman, Brian Hahn and Scott Pierson catch up during the President’s Reception.

Sonny and Ellen Johnstone mingled with members and guests at the CAWV Annual Meeting.

Eugenie Provosty and Gene Bailey attended this year’s event.

Alec, Jay, Kelly and Jacob Stanislawczyk attended this year’s Annual Meeting.

Vince and Debbie McComas and Kent Harwell have a laugh at Saturday’s reception.

Rilla, Madeline, Lee and Diana Samsell pose for a family photo at the reception.
George. Their awards along side Associate Chairman Tim Fishing tournament winners lined up to receive pricing and availability, and the com-

number of other issues, including pipe Division members also discussed a be retiring at the end of July. executive director, Chris Jarrett, who will announcement that longtime WDA ex-

CAWV Scholarship Foundation activities of the West Virginia Infrastruc-

Utility Division updates provided at Annual Meeting

Mark Urso, president of Bear Contracting, Bridgeport, was reelected CAWV Utility Division Chairman at the Utility Division meeting held during the CAWV Annual Meeting. Division members were brought up-to-date on activities of the West Virginia Infrastructure and Jobs Development Council (IJDC) and the Water Development Authority (WDA), including the recent announcement that longtime WDA executive director, Chris Jarrett, who will be retiring at the end of July.

Division members also discussed a number of other issues, including pipe pricing and availability, and the com-

plicated process for obtaining and permitting waste and material sites. Several other industry issues were dis-
cussed during the meeting and those issues will be placed on the agenda of the next CAWV Joint Utility Committee meeting.

CAWV Scholarship Foundation kicks off fundraising campaign at Annual Meeting

The CAWV Scholarship Foundation kicked off a fundraising campaign at this year’s CAWV Annual Meet-
ing. During the President’s Banquet, the foundation received a $50,000 contribution from the Orders Family Trust. Members at the meeting were so moved by the generous donation, they quickly generated an additional $56,000, totaling $106,000 in contrib-

utions.

“What a wonderful evening it was,” stated CAWV President C.R. Neighborgall, The Neighborgall Construction Company, Huntington. “When members found out what Bob Orders and his family had done, they quickly stood to pledge matching contributions to the Scholarship Foundation. There was another $56,000 donated in a matter of minutes. This speaks volumes to the caliber of members in this organization. Their generosity will provide the future workforce for West Virginia’s construction industry.”

CAWV Scholarship Foundation Chair-

man Gene Thompson said the CAWV scholarship program has been instru-

mental in helping keep countless con-

struction and engineering students in the state after graduation.

“The CAWV Scholarship Board of Trustees has developed an in-depth selection and screening process of the candidates that leads to some hard choices when it is time to se-

lect an overall winner once the field is narrowed down to the top group of candidates,” said Chairman Thompson. “Over the past several years the CAWV has been able to not only award the top prize, which is now $6,000, but has averaged awarding five to six other students smaller amounts to help them with their education expenses. This has led to the CAWV having great success in getting our finalist into ei-

ther internships or permanent posi-

tions with members from all over the state, and several finalists have gone on to start their own companies and have become successful dues paying members of the CAWV.”

The CAWV Scholarship Foundation was established in 1989. The scholar-

ship is available to sophomores, juniors and seniors enrolled, or plan-

ing to enroll, in civil engineering or a construction related four year degree program in a West Virginia college or university. Eligible schools include West Virginia University, West Virgin-
ia University Institute of Technology, Fairmont State University, Bluefield...
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- Living wills
- Medical powers of attorney
- Durable powers of attorney
- Guardianships and conservatorships

We welcome the opportunity to discuss a partnership with you.
The 2017 CAWV Annual Meeting was held at The Greenbrier.

State College and Marshall University. Hundreds of thousands of dollars have been given in scholarships since the foundation’s inception.

“The generosity of Bob Orders and our members at the Annual Meeting is what sparked this campaign,” said Chairman Thompson. “We know there are number of members who will want a chance to donate.” The board is developing a campaign that will go out to the full membership in the coming months. (Members can make their tax-deductible contributions to the CAWV Scholarship Foundation at 2114 Kanawha Boulevard, East, Charleston, WV 25311.)

2017-2018 CAWV President inducted

Over 350 members, guests and children attended this year’s meeting, which began with a reception at the Golf Club on Thursday. The CAWV Board of Directors met on Friday and discussed a number of industry issues.

Golf, trap and fishing tournaments were held on Saturday and many members took advantage of The Greenbrier’s activities. Lee Trevino, The Greenbrier’s new Golf Pro Emeritus, welcomed members to the golf tournament and started the shotgun tournament. There were also fishing and trap tournaments with awards being presented at the President’s Banquet.

Outgoing CAWV President Neighborgall thanked members for their hard work throughout the year.

“It’s amazing what a difference a year makes,” President Neighborgall said in his remarks at the President’s Banquet. “We have seen key partnerships with state agencies challenged to the point it stifled our ability to present our views and advice on issues affecting the construction industry,” he noted. “I am pleased to report that our partnerships with state contracting agencies have not only been reconstituted, they have become stronger than before.”

The Huntington building contractor also noted that last year was an election year and the CAWV was going into a legislative session with no assurances that the CAWV’s efforts to secure funding for West Virginia highways would be any more productive than the four previous years.

“Today, under Governor Jim Justice’s vision for the future of West Virginia, West Virginia is looking at a $2.8 billion highway construction and maintenance program,” said President Neighborgall. “You, the members of the Contractors Association of West Virginia, are to be congratulated because this would not be a reality without your efforts. You supported West Virginians for Better Transportation, you supported HUB/PAC to elect legislators who would give CAWV a fair hearing on our issues, and you contacted your legislators to get them to support roads and jobs by voting for this record-setting highway bill.”

The president had all members give themselves a round of applause for their success.

“It’s been a true privilege to serve as president of this organization.”

CAWV’s 2017-2018 President Scott Pierson, president of Pipe Plus, Inc., thanked the outgoing president and praised him for this service to the association.

“I must tell you, C.R. has a tremendous work ethic and a patience level that made him an excellent leader of this organization,” the new president stated. “The issues he had to address this year, and the manner in which he dealt with them, proves he is the real deal. C.R. did a great job and he will make my job easier because of his efforts.”

The Nitro contractor, in his acceptance speech, said there were a number of CAWV members that he respected that got him involved in the CAWV, such as Ken Dunn, Ron Whitney, David Taylor, Jim Williams, Ed Gaunch and Vernon Withrow.

“I know many young people here tonight don’t know these names, but they are icons of the construction industry and dear friends of mine,” he said. “One of my aspirations is to do a job that will make them proud. They were all great members of this association.”

He also thanked his wife, Sharon, and his partner in Pipe Plus from 1988 to just recently, Wayne Kee.

“I convinced Wayne that Pipe Plus could be a player in the utility construction industry. He, too, is an icon in the utility construction industry.”

The new president is a Milton native who attended Glenville State on academic and athletic scholarships. He served in the U.S. Army and was named “Outstanding Soldier in the Southern European Taskforce” in 1975. He worked for CAWV member utilities construction companies before starting Pipe Plus in 1986. His son, Scott, serves as company vice president. An avid golfer and race car driver who operates the Ona Speedway racetrack in Ona, President Pierson is a registered pilot who flies his own twin-engine plane. He served on the board of the West Virginia Utility Contractors Association. Pierson and his wife, Sharon, have been married 43 years.

The 2018 CAWV Annual Meeting will be held July 12 – 15 at The Greenbrier.
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Governor Signs Bills for Record Setting Highway Fund Program

The West Virginia Legislature finished its special session Friday, June 16, after a 60-day legislative session and a 21-day special session. For the first time in years, legislators passed a number of bills supporting increases in transportation infrastructure funding in West Virginia.

The bills culminate years of work by the Contractors Association of West Virginia, West Virginians for Better Transportation and many others to adequately fund West Virginia’s road and bridge maintenance and construction program.

Governor Jim Justice on June 22 signed a new law that will provide millions for construction and maintenance of West Virginia’s highway transportation system.

The bill, S.B. 1006, passed by the West Virginia Legislature during a special session, will add approximately $140 million annually to the state Road Fund by increasing DMV fees, raising the floor on the average wholesale price for gas, creating a registration fee for non-gasoline using vehicles and adding one percent to the five percent tax on the purchase of vehicles.

The increases, which went into effect July 1, 2017, culminates years of work by the Contractors Association of West Virginia, West Virginians for Better Transportation and many other groups to adequately fund West Virginia’s road and bridge maintenance and construction program.

“It is a truly monumental day, and that’s all there is to it,” said Governor Justice at the bill signing ceremony. “It’s nice to think about putting a whole lot of orange barrels out there.”

Many who supported the bill, which the governor called “landmark,” were in attendance to witness the bill signing, including legislators, CAWV members, WVBT representatives and highway officials.

Governor Justice said state Transportation Secretary Tom Smith is ready to get contractors to work.

“He has 500 road projects. Now some of them are really small and some of them are great big. Can you just imagine? Now, today, with the signing of this the secretary can start,” the governor quipped.

“This is completely unprecedented when it comes to road building in West Virginia,” said Secretary Smith. “Every day at WVDOT, we’ve been working on what we would do if we were able to get these projects together.”

The legislation is part of a three-prong effort to create $2.8 billion for the governor’s road building initiative which he presented in his state of the state address in February.

Calling bad roads the “800 pound gorilla in the room,” the governor outlined a $2.8 billion road program that he stated will put 48,000 West Virginians to work by completing the state’s transportation system within three to five years.

He presented the fee increases that were ultimately included in S.B.1006, plus a number of new measures, including continuing and raising tolls on the West Virginia Turnpike to provide $500 million in bonds for projects in ten counties surrounding the turnpike, increasing Grant Anticipation Notes (GARVEE) bonds from $200 million to $500 million, and a $1.6 billion bond amendment for road construction that voters will go to polls October 7 to ratify.

“If you do this, you’ll see those jobs,” Governor Justice told legislators in February. After the 60-day legislative session and two special sessions in May and June, legislators passed...
about all of the governor’s proposals.

“Governor Justice clearly challenged us to go big,” said Secretary Smith. “That’s what we intend to do. We intend to push projects out in an accelerated fashion. The department already has a list of projects identified that are ready to go to contract immediately when the financing is lined up.”

Governor Justice on June 27 signed another major piece of legislation that is essential to his road building initiative.

Senate Bill 1003 keeps the tolls on the state turnpike in place and allows the Parkways Authority to increase those tolls, creating one new source of funding.

The increased toll revenue will be combined with the dollars brought in from a program that, as described in the bill, would allow anyone to pay a single, annual fee to travel through the toll plazas. Together, the revenue will fund a new road bond, somewhere between $400 million and $600 million, to pay for road projects in ten counties in southern West Virginia.

Governor Justice campaigned statewide to promote his funding proposals. His “Save Our State” (SOS) tour began in February on the Coalfields Expressway in Raleigh County. The tour promoted the need to invest the state’s infrastructure. The governor was joined by Transportation Secretary Smith throughout the tour which included stops in Wheeling, Huntington, Charles Town and at CAWV member firm Pipe Plus, Inc.’s operation in Nitro.

Gov. Justice’s supporters also took the message, “Tired of Being 50th,” to the public and legislators. This campaign included a social media site and three 30-second television ads (one featuring CAWV Executive Director Mike Clowser talking about the need to create jobs in West Virginia) that were aired statewide to promote investment in infrastructure through the governor’s highway funding and other transportation initiatives and his SOS plan for economic development and infrastructure development.

The “Tired of Being 50th” campaign was focused on how the citizens of the state are tired of West Virginia always being rated 50th out of 50 states in categories that contribute to the economy and quality of life, particularly in infrastructure.

Below is a synopsis of the key components of the highway bills proposed by Governor Justice and passed by the West Virginia Legislature this year. All these measures add up to $2.8 billion for highway and bridge construction and maintenance over the next seven to ten years.

**Senate Bill 1006** provides about $140 million every year for road work that the West Virginia Division of Highways (WVDOH) plans to put to projects immediately.

* • An increase in the sales tax on vehicles from five percent to six percent. This hasn’t been changed in decades and will generate about $40 million annually.

* • A reset of the floor price used to calculate the wholesale tax on gasoline that will raise the gas tax by three to four cents a gallon. The new floor for calculating the wholesale tax is $3.04, up from the current $2.34 floor. The wholesale gas tax has dropped 3.5 cents per gallon since 2015 when the price of gasoline starting going down. This drop has cost the State Road Fund about $50 million from three years ago. This will generate about $45 million annually.

* • An increase in DMV fees, most notably the annual vehicle registration fee which will rise from the current $28 to $50 annually. Various other DMV fees, which most motorists will not pay, will go up $5. Many of these fees haven’t changed since the 1970s. This will generate about $45 million annually.

* • A continuation of the transfer of consumer sales tax collections on highway construction materials to the State Road Fund. This will generate $12 million to $15 million annually.

* • A fee structure of $200 per year for electric vehicles and $100 per
year for plug-in hybrids. Drivers of hydrogen fuel cell vehicles will pay $200 per year.

S.J.R. 6, the “Roads to Prosperity Bond Amendment,” was approved by the legislature during the regular session. The amendment will authorize the state to issue bonds not exceeding $1.6 billion over a four-year period between July 1, 2018, and July 1, 2021. The following amounts would be authorized in each year: $800 million in 2018, $400 million in 2019, $200 million in 2020, and $200 million in 2021.

Voters will go to the polls October 7 to decide if the state will sell $1.6 billion in bonds for road repair and maintenance.

Proceeds from the bonds would be used for the improvement and construction of highways, secondary roads, and bridges, as well as to qualify the state for matching federal funds for highway and bridge construction.

Senate Bill 1003 continues and increases tolls on the West Virginia Turnpike. Introduced by the governor based on a recommendation by the Governor’s Blue Ribbon Commission, this bill supports about $500 million in bonds that can be used on new projects in ten southern counties. Without the new legislation, tolls would have ceased in 2019 and maintenance of the 88-mile four-lane highway would have reverted to the WVDOH.

This bill will protect a vital source of road money — currently, 76% of the Turnpike toll revenue is from out-of-state drivers. The bill also establishes a one-time annual user fee for West Virginia drivers to ride for free through the turnpike tolls. Legislation passed in June that will allow drivers of passenger vehicles to obtain E-ZPass transponders that will provide unlimited use of state toll roads for a one-time annual fee, expected to be somewhere between $8 and $25.

“This legislation lets our people drive for free and lets us jumpstart our economy through the creation of tens of thousands of highway construction jobs,” Governor Justice said at the bill signing. “This is revolutionary for West Virginia. This is a win-win for the Mountain State, and I’m excited beyond belief to see road projects begin immediately.”

During this year’s session, legislators passed House Bill 2878 which increases the state’s ability to use Grant Anticipation Notes (GARVEE) bonds from $200 million to $500 million. This is not new money, but it does allow the WVDOH to move more quickly on road projects that are ready now. WVDOH officials noted that it’s been so long since the limit was changed that, if you apply a price index to the $200 million, it would be around $475 million in today’s dollars.

Senate Bill 2721 will move the June 2017 sunset date on the “Public-Private Transportation Facilities Act” to 2023 to coincide with the WVDOH’s six-year State Transportation Improvement Plan (STIP). The statute has been the vehicle that has allowed construction to proceed on Route 35, Coal-
The West Virginia Department of Highways (WVDOH) used P3 to spread out payments – availability payments – to contractors. The WVDOH is paying about $190 million annually for the next few years on these projects.

Senate Bill 2722 changes the limits on the use of Design-Build on WVDOH projects. The current limits are $50 million annually or $150 million over three years. This bill changes the limits to $200 million per project and $400 million annually. Although, if all the money is not used in one year, the division can roll over $100 million into the next year. Emergency projects are exempt from the dollar caps. The WVDOH said they need the ability to use design-build to move projects quickly, especially if the Trump administration comes forth with an infrastructure investment program and voters ratify the governor’s $1.6 billion road bond amendment.

WVBTA efforts

West Virginians for Better Transportation (WVBTA) is a statewide coalition that includes businesses, trade associations, chambers of commerce, labor organizations, convention and visitors bureaus, community groups, local leaders, educators, and many others. Since 2006, WVBTA has expressed concern about West Virginia’s transportation crisis and have called on state leaders to develop long-term solutions.

At the start of the 2012 legislative session, WVBT took their efforts to the state capitol grounds to highlight the challenges facing the state’s transportation needs. This event, Transportation Day at the Capitol, has been held every year since, giving the group the opportunity to face legislators head on.

This year’s Transportation Day at the Capitol took place on February 17, where over 200 WVBTA members and highway supporters gathered at the West Virginia State Capitol to rally for increased funding to repair and maintain West Virginia’s deteriorating road system.

This year’s event took place just one day after a news conference was held at the capitol to announce the release of TRIP’s latest report, West Virginia Transportation by the Numbers: Meeting the State’s Need for Safe, Smooth and Efficient Mobility. TRIP is a Washington, D.C.-based nonprofit that studies and evaluates surface transportation issues. TRIP concluded that West Virginia motorists lose $1.4 billion a year by driving on roads that are deteriorated, congested and that lack some desirable safety features. The organization says that amounts to as much as $1,439 per driver in some urban areas.

The report found that 29 percent of the major roads in West Virginia were in poor condition, 55 percent were in mediocre or fair condition and 17 percent were in good condition.

Last year, the report concluded, West Virginia had the nation’s fifth highest share of bridges rated structurally deficient at 17 percent. That was worse than just two years ago, when the state’s bridges ranked 12th worst nationally with 13 percent considered structurally deficient.

“The way I would describe it, is it’s an alarming diagnosis,” Secretary Smith said. “All of these things are getting worse, and the wear and tear on cars is increasing as well. It’s a call to action. It’s an alarm that we need to react to.”

WVBTA and CAWV called upon legislative leaders who support increased
infrastructure funding and value the importance of a good surface transportation system.

WVBT continued their “Fix Our Roads Now” media campaign to encourage state lawmakers to develop a long-term funding solution for West Virginia road’s needs. The campaign, unveiled at the 2016 Transportation Day, was created to better educate legislators, policymakers and state residents of the funding crisis and highlights the need for a secure funding package that guarantees West Virginia a stable and predictable highway system.

During this year’s legislative session, WVBT efforts to educate and promote the need for highway funding included numerous radio, TV and newspaper ads. In addition, “Street View” flyers were sent directly to legislators at their homes prior to the start of the special session of the West Virginia Legislature.

2018 and Beyond: West Virginia Highway Construction Forum

Due to the passage the highway bills by the WVDOH is putting out millions in new paving, bridge and other maintenance and construction projects.

Understanding the next steps to immediately and successfully deliver the program was of critical importance. The CAVW and WVDOH collaborated and developed an event for contractors, subcontractors, engineers, material suppliers, equipment dealers and other industry professionals. The event, “2018 and Beyond: West Virginia Highway Construction Forum,” was held on Tuesday, July 18, at the Embassy Suites in Charleston.

Transportation Secretary Smith, FHWA Division Administrator Edward Stephen and State Highway Engineer Aaron Gillispie, outlined the WVDOH’s proposals to get the projects designed and constructed, many within the next few lettings.

The governor’s road-building initiative will roll out in multiple phases according to Secretary Smith.

“We are having these projects go out the door as quickly as we can, in continuous waves,” the secretary said during the forum. “Twenty years from now, people will still be talking about what was accomplished in 2017 with the roads program.”

He said the first phase of the program, which will take place over the next few months, will move forward road resurfacing projects originally scheduled for 2018 and 2019, totaling about $350 million. The emphasis of those projects will be on more heavily traveled secondary roads that aren’t eligible for federal funding.

In October, the secretary said the first round of GARVEE bonds are expected to go to market to raise about $230 million. GARVEE bonds are financed by dedicating a portion of future federal highway funds to the state to pay down the bond debt.

Between January and March 2018, Secretary Smith said a second round of GARVEE bonds will go to market, at about $210 million.

He said the division will use that revenue for bigger projects, such as bridge
replacements and interstate repairs.

By December or January, the first round of Parkways Authority bonds, to be financed by continuing and increasing tolls on the West Virginia Turnpike, should go to market, raising about $130 million.

Ultimately, the state plans to issue $500 million in Parkways bonds, with the potential for more bonds if additional state highways become toll roads. The secretary also says they will be looking for additional roads that potentially could have tolls on them, and the best candidates are roads with high amounts of commercial and out-of-state traffic.

If voters approve the “Roads to Prosperity 2017” amendment to the West Virginia Constitution during the Oct. 7 referendum, March will also see between $600 million to $800 million of bonds, to be financed with the $140 million a year of new taxes and fees.

Secretary Smith said that revenue will go for major road projects, such as the Nitro-St. Albans Bridge and replacement of Interstate 70 bridges in Wheeling.

He told contractors the ambitious timeline will require cooperation from all involved.

“It is a huge mission, and as we look at ways to work together, we need to be frank with one another,” he said.

It will also require hiring about 500 new Division of Highways employees, to fill division vacancies with personnel that are needed to oversee the major upturn in road construction, Secretary Smith noted.

“We desperately need help,” he said, noting that Highways will be announc-

ing a job fair in the near future.

Jason Pizatella, deputy chief of staff to Governor Justice, told contractors, “I don’t think there’s anything bigger than the $2.8 billion road program that the governor envisioned in January and the Legislature enacted.”

He added, “As you’ve heard the governor say, without the roads, we’re dead.”

Pizatella served as chairman of the Governor’s Blue Ribbon Commission on Highways, which in 2015 recommended issuing at least $1 billion of road bonds to help upgrade the state’s deteriorating highways.

The forum gave industry the opportunity to ask questions and provide comments and recommendations on how to get the projects completed quickly.

To learn more about the WVDOH’s ambitious highway construction program, go to their website at www.transportation.wv.gov/highways.
McDonald Named CAWV Assistant Executive Director

Patrick McDonald

The Contractors Association of West Virginia announced at this year’s Annual Meeting that Patrick E. McDonald has been named assistant executive director.

McDonald has served as Director of Member Services since July 2009, where he oversaw the development of member services as well as new member recruitment.

In addition, McDonald has also been involved in many of the CAWV committees including Membership, Public Relations, Young Contractors Forum, Joint Utility, Safety and Joint Architects.

During his time with the CAWV, he has built relationships and partnerships with the West Virginia Department of Transportation, state Purchasing Department and the School Building Authority of West Virginia. He has worked closely with these groups on behalf of the members and the industry, helping to develop fair policies and procedures.

As assistant executive director, McDonald will coordinate a number of activities and programs that will provide CAWV members with value for their dues investment.

“Pat’s demonstrated leadership and commitment to building strong relationships in the construction industry over the past nine years have been a tremendous benefit to contractors in West Virginia and to members of the CAWV,” said Mike Clowser, executive director, Contractors Association of West Virginia.

McDonald volunteers his free time as a coach for three different girls fastpitch softball teams ranging in age from 13-23. Most of the girls that are on these teams have been able to obtain scholarships to play softball in college.

He and his wife, Tracy, have lived in South Charleston for 26 years, and have two daughters, Erin and Amanda.
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In addition, the firm is engaged in a diversified civil practice and represents clients from all areas of the business community. Daniels Law Firm is a member of the following organizations:

- Contractors Association of West Virginia
- Associated Builders & Contractors, Inc.
- West Virginia Coal Association
- National Utility Contractors Association
- West Virginia Rural Water Association
- West Virginia Society of Certified Public Accountants
- American Arbitration Association
Six miles of West Virginia Route 10 opened recently, completing work on the 12.7 miles of highway that connect Logan and Man. West Virginia Governor Jim Justice, state Secretary of Transportation Tom Smith, former governor Earl Ray Tomblin, Third District Congressman Evan Jenkins, Federal Highway Administrator Edward Stephen and several local, state and federal officials were on site to open the final 6.7 miles of the four-lane portion of the highway.

Construction, LLC of Lexington, Kentucky...

Senators Joe Manchin, D-WV, and Shelley Moore Capito, R-WV, recently announced a number of West Virginia airports will receive nearly $12 million in federal funding from the U.S. Department of Transportation. More than $11.6 million will go to Yeager Airport in Charleston and Tri-State Airport in Huntington for terminal and runway repairs. Yeager will receive more than $2.7 million. Tri-State will get about $8.9 million. Airports in Marshall, Greenbrier, and Upshur counties will receive a total of $799,071. The grants will be used to increase safety and efficiency of airport terminal and runway operations. Marshall County received $181,028 for its portion of the funds. Changes coming to the airport include an agreement to place a modular pad for medical helicopters at the site. The Marshall County Airport Board will make a bid decision for the additions later this month. The Marshall County Airport Authority received $550,543 from the grant, while Buckhannon-Upshur Airport Authority received $67,500...

In a recent meeting of the Mason County Commission, the agenda included an update on the progress of U.S. 35. Cliff Farley from the West Virginia Division of Highways who spoke about the $174-million project to expand the remaining 14.6 miles of U.S. 35 from two to four lanes. He said the completion date for this first phase of work, which is grade and drain, is Oct. 31, 2018. The actual paving phase will likely take place in 2018 with drivers possibly driving on the road in 2020, according to other DOH officials in the room. Those officials included Aaron Gillispie, state highway engineer, Todd Rumbaugh, deputy highway engineer, and Gary Mullins, district one engineer. Farley said there are 22 subcontractors on the job and around 300 people working on the project at various points. There are 16.8 million cubic tons of earth to be moved; 7.3 miles of pipe to be installed; and four sets of twin bridges to be built, one at Plantation Creek Road which will have access to the new four lane; one at Black Oak Road which will have no access to the four lane, with the old road going under the bridge; one at Little Sixteen Mile Creek which will have access to the new four lane with the old road going under the bridge; one at Cornstalk Road which will have no access to the four lane. Contractor on the project is Bizzack Construction, LLC of Lexington, Kentucky...

Personnel from the Huntington District of the U.S. Army Corps of Engineers are holding a series of public meetings with lake users to come up with a new master plan aimed at solving existing problems, heading off new ones, and finding new ways to enhance recreation at the 2,790-acre reservoir, its 60 miles of shoreline and nearly 4,000 acres of surrounding Corps-managed land. With annual visits in the 1 million range, an 800-person, 10-year-long waiting list to rent marina slips, parking issues and localized boat congestion, Summersville Lake, West Virginia’s largest and most popular body of water, needs help to plan for its future. The current plan dates back to the early 1960s,
before construction of the lake was completed. Summersville Lake’s current amenities include three boat launch ramps; a marina and dive shop; a campground with 110 power-equipped sites for RVs and camp trailers and seven walk-in sites for tent camping; two bathhouses; a 1,000-foot swimming beach; picnic shelters and a small assortment of hiking and biking trails. Among issues of concern identified were insufficient parking at lake access points, limited access roads to the lake, localized boating congestion, a need for additional hiking and biking trails, the long waiting list for slips at the marina; a shortage of access points to the DNR-managed 5,390-acre Summersville Lake Wildlife Management Area surrounding the Corps of Engineers’ 3,956 acres of recreational land; traffic congestion and parking conflicts at the Long Point Marina; inadequate restroom facilities at the Salmon Run boat launch area; the possibility of adding water and sewer service to campsites at the Battle Run Campground and inadequate access to rock climbing areas. The planning effort now underway is designed to address recreational and ecological concerns over the next 20 years. It is expected to be complete by the end of 2019. The next public meeting on the Summersville Lake master plan will take place in September...

- The culvert bridge is back open at the Crossings Mall in northern Kanawha County more than one year after the June 2016 flood. Raging flood waters wiped out the bridge located off Interstate 79 in Elkview. It served as the only entrance to the shopping center. A new bridge was built and officially reopened July 28. Contractor on the project was Applied Construction Solutions, Inc. of Bridgeport...

- A West Virginia company recently completed a half-million dollar project in the picturesque beach town of San Juan del Sur in Nicaragua. The project began when American Muscle Docks and Fabrication joined the U.S. Commercial Service Trade Mission to Central America in March 2017. The dock system is designed to allow cruise ship passengers to disembark safely with ease. Based in Wellsburg, American Muscle Docks and Fabrication (AMD) fabricates dock hardware, builds docks and installs dock systems. Sporting the tag line “From Wellsburg to the World” on its website, the company ships parts and completed dock systems worldwide.
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W. Harley Miller Contractors, Inc. Names Dailey as President and CEO

Martinsburg, West Virginia - W. Harley Miller Contractors, Inc. recently announced that James W. Dailey III (Tripp) will serve as President and Chief Executive Officer (CEO) of their Martinsburg, West Virginia based company. The company has been a leading general contractor, licensed in the states of West Virginia, Maryland, Pennsylvania and Virginia for over 65 years. The firm specializes in private and public business facilities for health care, education and professional organizations, as well as residential and business automation security, including audio and video systems. Dailey resides in Martinsburg with his wife, Nicole, and their three children, and currently serves as the Building Division Chairman for the Contractors Association of West Virginia.

CAWV and Members Sponsor West Virginia Symphony Orchestra Concert

Charleston, West Virginia – The West Virginia Symphony Orchestra joined classic country on May 13 at the Clay Center in a musical tribute to the greatest stars in country music. Nashville performers Rachel Potter from The X Factor and Patrick Thomas of The Voice joined guest vocalist Alana Springsteen and the WVSO to play such classics as Achy Breaky Heart, Crazy, Ring of Fire and The Devil Went Down to Georgia, conducted by Maestro Grant Cooper. The concert was sponsored by ZMM Architects & Engineers, Huntington Bank, Contractors Association of West Virginia, BBL Carlton, Brewer & Company of West Virginia, LOC Investment Advisers, Pickering Associates and Triton Construction.

The West Virginia Symphony Orchestra is West Virginia’s premier performing arts organization, presenting classical, pops, and chamber-music concerts annually throughout the Mountain State. Currently in its 78th season, the WVSO is a proud member of the community and enriches the region by providing affordable, high-quality concerts, collaborations with West Virginia arts organizations and a nationally award-winning education program.
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