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After 10 years in the making, the major renovation of the state’s 169,000 square foot historical office Building 3 was completed this summer. Building 3 was originally designed by Cass Gilbert, Jr., the son of the designer of the State Capitol, and was constructed in 1951. More than six decades later, Paramount Builders of St. Albans placed new life and purpose into the facility. For more information on the renovation project, see page 6.

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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CAWV MEMBERS LEAD SUCCESSFUL RENOVATION OF HISTORICAL BUILDING 3 AT THE STATE CAPITOL COMPLEX

After 10 years in the making, the major renovation of the state’s 169,000 square foot historical office Building 3 was completed this summer. Building 3 was originally designed by Cass Gilbert, Jr., the son of the designer of the State Capitol, and was constructed in 1951. More than six decades later, Paramount Builders of St. Albans placed new life and purpose into the facility.
After 10 years in the making, the major renovation of the state’s 169,000 square foot historical office Building 3 was completed this summer.

Building 3 was originally designed by Cass Gilbert, Jr., the son of the designer of the State Capitol, and was constructed in 1951. The facility served as the Department of Motor Vehicles site for decades. Over the years, other departments were housed in the building including Department of Health and Human Resources, Division of Financial Institutions, Division of Natural Resources, Division of Labor, and the Office of Technology.

More than six decades later, Paramount Builders of St. Albans placed new life and purpose into the facility.

Locally owned and operated, Paramount specializes in commercial, design-build and construction management. Paramount managed the day-to-day operations of the project, self-performing much of the general trades, and managing a range of specialty subcontractors for demolition, mechanical, electrical, plumbing, masonry, interior and exterior finishes, historical features and more.

The project was in limbo for years and finally began July 2015. Paramount Builders, along with Perfido Weiskopf Wagstaff + Goettel (PWWG) of Pittsburgh, worked to upgrade and preserve the historic facility.

“This was a premier project in the state and one of the top two projects going on in Charleston by far, as well as the largest project Paramount has ever managed,” says Kyle Captain, senior project manager for Paramount.

The $34 million project combined significant historical features with modern workplace amenities. The original terrazzo floor and bronze-glazed windows were some of the historic characteristics that were preserved during the project. Modern additions include a first-floor conference center, meeting rooms and open work spaces and new data and telecom utilities.

Paramount partnered with Allegheny Restoration & Builders of Morgantown to complete the historical restoration of the original bronze doors, windows and accent features.

The primary character defining space in the building is the entrance lobby, with terrazzo floors, plaster ceilings with light coves, marble-clad walls and bronze entrances, and the ornate counter in the DMV area of the first floor. The new design preserved all of the historic first-floor fabric and incorporated it into the contemporary program.

“The interior walls were constructed of terracotta block and plaster, so demolition was extremely difficult while protecting the original terrazzo floor and marble wainscoting remaining in the main corridors,” said Captain.

The building’s distinct green clay tile roof set it apart from the other buildings at the capitol complex. Paramount worked with Tri-State Roofing & Sheet Metal Company, along with
the original tile manufacturer, Ludowici Roof Tile, to complete the new tile roof installation. The clay tile was nearing the end of its life and was replaced with matching tile from the original manufacturer.

In addition, the original bronze windows were refinished and reglazed and the exterior limestone, Virginia greenstone and granite base, was cleaned and repointed.

The size and scope of the demolition was daunting according to Captain.

“Simply removing the vast tonnage of masonry debris from each floor was a tremendous undertaking, as the structure would not support mechanized demolition equipment.”

On the upper levels, the typical existing office floors were comprised of cellular office spaces around the building perimeter linked by major and minor corridors, which enclosed the building core. A major goal of the renovation was to remove the 1950 cellular office space and create a flexible office floorplan — with 90-percent open office and 10-percent closed office space — and bring in natural light to the dark elevator lobbies and corridors.

“Every floor was made up of 10x10 offices all constructed with masonry walls (floor to deck) with plaster on each side,” stated Captain. “Removing that amount of masonry debris without the use of machines was a challenge to complete while maintaining a schedule.”

The original structure consisted of a steel frame encased with poured in place concrete, thus presenting various obstacles for demolition crews. The building also included two vertical mechanical shafts that required demo of the existing system, followed by structural steel and concrete modifications.

“The process was extremely time consuming due to the lack of access, however the work was required to be complete before the restrooms and MEP systems on each floor could be completed,” Captain explained. “The mechanical shafts were the biggest scheduling challenge we encountered on the project.”

One of the most distinctive features of Building 3 is the art piece over its entrance. To best preserve the 60 year old artwork, it was cleaned using a restoration cleaner that is specifically designed to be used on historic masonry, thus not damaging the stone or mortar in any way.
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Crews also added a loading dock pavilion on Building 3’s north side to allow for delivery access.

“The original building did not have truck delivery accessibility,” said Captain. A new loading pavilion was built in the north parking area, utilizing a freight elevator and underground tunnel to access the basement of the facility.

A number of other CAWV member firms contributed to the project. (See list of CAWV members to right of page.)

“The project was a tremendous success in big part to the quality subcontractors we had on our team,” stated Captain. “Every project has its challenges, but a quality team working together iron out all the difficulties and achieves completion as efficiently as possible.”

The renovated Building 3 now houses the Department of Commerce, Division of Tourism, WorkForce West Virginia, the Office of Economic Opportunity, Division of Labor, Development Office and Division of Personnel. Located directly across from the West Virginia State Capitol, it houses more than 500 employees.

The project is being administered by the General Services Division of the West Virginia Department of Administration.

“With agencies now fully functional in the newly renovated Building 3, I’m pleased that this project is successfully completed. I commend the collaboration of all the people who devoted a great deal of time and effort to the project. Also, many agencies within the Department of Administration, including the General Services Division, Real Estate Division and the Purchasing Division should be noted for seeing this project through from beginning to end,” said Cabinet Secretary John Myers of the Department of Administration.

“The new “open” design allows more state employees to work more efficiently and safely in this space. The project was pretty large in scope for a state building,” the Secretary Myers stated. “The results achieved by the contractor and the skilled labor that worked to renovate the space and retain the historical aspects of the building are indicative of the talented people we have working in West Virginia’s construction industry.”

Many of the agencies that are located in Building 3 are under the West Virginia Department of Commerce.

“We couldn’t be more pleased with the completed renovation of Building 3,” said Commerce Secretary Woody Thrasher. “The building provides the conveniences of a modern workspace while preserving the beauty and integrity of the original design created by Cass Gilbert, Jr.”

The secretary, who is a licensed Professional Engineer, said the open floor plan lends itself to improved collaboration between the agency’s employees and a more efficient workflow.

The Department of Commerce has been honored to host business and industry leaders from across the country and around the world since moving to Building 3,” said Secretary Thrasher. “I commend the work of the state agencies, contractors, architectural firm and others involved in the restoration. The Department of Commerce is honored to call Building 3 home.”

CAWV MEMBERS ON BUILDING 3 PROJECT

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St. Albans, WV

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Roofing
Tri-State Roofing & Sheet Metal Company
Charleston, WV

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US Builders Review, a magazine for construction executives, featured a story about the adaptive reuse of West Virginia Capitol Office Building 3 on the cover of its September 2016 issue.
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- American Arbitration Association

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On October 7 voters approved a constitutional referendum that will allow West Virginia to issue up to $1.6 billion in bonds for highway and bridge construction in the state.

The Roads to Prosperity Amendment of 2017 passed, earning nearly 73 percent of the vote. Fifty four counties approved the amendment.

"They spoke and I am so happy for our state in every single way."

Of the 1.2 million West Virginians registered to vote, more than 119,000 cast their ballots, a little less than 11 percent. The West Virginia Secretary of State’s Office reported that 87,751 voters — almost 73 percent — cast ballots in favor of the referendum. Just 32,759 voted against the measure.

The Roads to Prosperity amendment was a key component of Governor Justice’s highway program to invest over $3 billion in highway and bridge projects statewide. He proposed his plan during his State of the State address in February. Senate Joint Resolution 6 was approved during this year’s legislative session by a 34-0 vote in the West Virginia Senate and 90-8 in the House of Delegates.

The amendment gives the state the power to issue and sell state bonds not exceeding in the aggregate $1.6 billion. The proceeds of the bonds will be issued and sold over a four-year period in the following amounts: (1) July 1, 2017, an amount not to exceed $800 million; (2) July 1, 2018, an amount not to exceed $400 million; (3) July 1, 2019, an amount not to exceed $200 million; and (4) July 1, 2020, an amount not to exceed $200 million. Any bonds not issued under these provisions may be carried forward and issued in any subsequent year before July 1, 2021.

To repay the bonds, the West Virginia Legislature raised the gasoline tax by 3.5 cents per gallon, vehicle sales tax from 5 percent to 6 percent, and increased the motor vehicle registration fee from $30 to $51.50. These measures generate about $140 million annually in new highway revenues. Part of this revenue will be used for debt service on the bonds.

There were some that wanted the tax and fee increases to be part of the bond referendum to make West Virginians vote themselves a tax in-
crease. The Contractors Association of West Virginia and others did not support this because, as much as people wanted to see their roads fixed, requiring people to vote for a tax would have been a difficult hurdle. Governor Justice agreed and pushed for funding to be in place before the bond amendment was placed on the ballot. The funding bills were passed during a special session in June by a vote of 26 – 6 in the Senate and 59 - 32 in the House.

The governor also proposed, and the legislature passed, a bill to increase the state’s GARVEE bond limit from $200 million to $500 million and one to continue and raise tolls on the West Virginia Turnpike that will allow issuance of up to $500 million for highway projects in the 10 counties that border the turnpike. In all, the funding measures total about $2.8 billion for highway construction and maintenance projects.

During the legislative session and on the campaign trail for the bond amendment, Governor Justice touted job creation as a reason to invest in highway infrastructure. He and West Virginia Department of Transportation officials cited a Duke University study that shows nearly 48,000 jobs could be created through $2.6 billion increased spending on highways.

The governor also noted that each county would benefit through increased highway funding. A map was developed showing the number of contracts and the dollar amount each county would receive, either through the highway funding bills passed or with the passage of the $1.6 billion bond amendment. The estimated total of all projects -- about 600 -- is about $3.4 billion.

“This is our opportunity, people,” Governor Justice said on election night. “Your taxes are not going to go up. And now it all starts. Now the work starts. Now the hiring starts. Now the jobs come. Now the revenue comes. Now here we go. This is an unbelievable boom in the state of West Virginia.

“What a night for everyone in West Virginia,” Governor Justice said during the late election night press conference. “And I can’t thank voters enough and I mean that from the bottom of my heart. The people have spoken and they have spoken loudly. They have spoken they want jobs; they want opportunity and they want change. They want hope — hope that this terrible, terrible drug epidemic will start us on our pathway to genuinely do something about it.”

The governor said the bond amendment vote is a starting point.

“We will build on this. This will not be the end. This will be the start,” he said.

Senate President Mitch Carmichael, R-Jackson, also spoke alongside the governor Saturday night.

“I send my congratulations to the people of West Virginia,” President Carmichael said. “Democracy is renewed with this vote that people...
Governor Justice went to every part of the state to promote the Roads to Prosperity Bond Amendment and to listen to voter’s questions and concerns. “We have to have jobs and opportunities in our state, and this will do it,” he told attendees. Joining him in most all town hall events, such as this one in Wheeling, were (L-R): CAWV Executive Director Mike Clowser, West Virginia Education Association President Dale Lee and West Virginia Business & Industry Council Chairman Chris Hamilton.

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have stepped up. They saw the value in fixing our roads, putting more people back to work and controlling expenditures while we do this. This is a great night for the people of West Virginia.”

The Senate President thanked the governor for his leadership on this issue.

“This was your vision as you came to office, to put people back to work, to fix the roads in this state and have no new taxes associated with it,” the president stated.

Transportation Secretary and Highways Commissioner Tom Smith was an integral part of the road bond’s passage and traveled the state with the governor to educate voters and promote the amendment.

“We appreciate the confidence the citizens of West Virginia have shown in us by passing Governor Justice’s Roads to Prosperity bond amendment,” Secretary Smith said election night. “By doing so, it allows the West Virginia Department of Transportation to move forward in playing a major role in West Virginia’s economic recovery. With the new revenues passed by the legislature this most recent session, we can make meaningful improvements to the state’s transportation infrastructure. We recognize our responsibility and are committed to putting out this momentous program in an open, honest and transparent manner,” he said.

The secretary said during the town hall meetings around the state the bond will free up money so that smaller projects can be completed faster. He noted that passing the bond frees up the current pool of money that is used to fund all construction and maintenance projects. Secretary Smith told voters that if the amendment failed, the 600 projects would get funded but it might be 10 to 15 years before they would be completed.

“Now, we can get the road work done that we need to get done,” he said. “It’s time to roll up our sleeves and get to work.”

I thought the road bond amendment would pass, but frankly I began to waiver last week. The calls, texts and emails to Talkline were running overwhelmingly against it. The anger toward Governor Jim Justice and the distrust of state government to spend money efficiently were apparent.

Additionally, I started to wonder whether the “drain the swamp” mentality that gave Donald Trump an overwhelming victory in West Virginia and swept him into office would also fuel resentment of a big government road building program.

But it did not. Perhaps the opposition seemed larger than it was because it was more vocal, possibly even more motivated than supporters. However, the numbers show their bite was not as big as their bark. Just 27 percent of those who voted opposed the bond.

The Governor and his team deserve credit for passage. This was Justice’s signature program and he worked it—hard. He held town hall meetings nearly every day leading up to the election, including five in one day in the Eastern Panhandle.

Justice served as the motivational speaker for the bond. Meanwhile, state Transportation Secretary and Division of Highways Commissioner Tom Smith was the numbers guy. He crisscrossed the state presenting fact-based arguments for the bond, winning converts with logical arguments.

Business and labor organizations also got behind the amendment, along with many local governments, trade groups and media outlets. Ultimately the bond enjoyed a broad base of support that was enough to carry the day.

The election tapped into West Virginians’ frustration with the condition of our roads and bridges. They are bad and getting worse by the month. It became increasingly evident that the state could not keep up with the construction and repair needs without a significant road building program.

That frustration led to action. West Virginians who are tired of bad roads and weary of complaining about it were ready to “do something!” Their votes expressed support for the decision by the Legislature and the Governor to raise gas taxes, DMV fees and the sales tax on vehicles as long as the money is going to the roads.

Justice was euphoric during his press conference Monday morning and again during an appearance on Talkline. “Saturday night West Virginia, maybe for the first time in its existence, tasted winning, and it tastes good,” he said.

As usual, the Governor is given to hyperbole. West Virginia has had victories before, but he’s right that the outcome brings some optimism to the state. #FTDR (Fix the Damn Roads) is no longer the catch phrase of a pipe dream; it’s a realistic and achievable goal for the state and our people.
The secretary said he anticipates the bigger projects, about $700-$800 million, will be out the door around June of next year. However, 30 bridge replacements and interstate reconstruction projects will start as early as this Fall.

At the July 18 highway forum hosted by the CAWV, the secretary explained there are three funding mechanisms for the projects. First, there are federal aid funds or GARVEE bonds, which is an 80-20 match. The second is turnpike revenue, which would go to 10 counties in southern West Virginia that border the West Virginia Turnpike. The third is general obligation funds, which includes money from the already passed wholesale gasoline tax, motor vehicle privilege tax and an increase to Division of Motor Vehicle fees.

Projects will be rolled out in waves. The first wave is resurfacing, which has already pushed out all over the state. The second wave is the pay-as-you-go on secondary non-federal system roads. The third wave is the GARVEE projects.

The interest rate for the first GARVEE bond sale of $260 million, the largest transportation bond in state history, is set at 2.145% and will close on Thursday, October 26.

“This is another win for West Virginia,” said Governor Justice. “As a businessman, I know how important it is to aggressively pursue low rates for wise investments and we thought that the interest rate would be in the neighborhood of 3.5%. To get a 2.145% interest rate is great news. I am encouraged by the strong investor demand and these attractive borrowing rates for my Roads to Prosperity highway program. West Virginians voted Oct. 7 to climb out of the ditch and stop being 50th and this first bond sale is a fantastic start. We’re on the move.”

“This is a crystal-clear confirmation of the need for wise investment while rates are extremely attractive,” said Secretary Smith. “A rate of 2.145% is significantly less than the cost of construction inflation and sets us moving exactly in the right direction for the delivery of Governor Justice’s infrastructure program.”

This first of three GARVEE sales will target 18 bridge replacement projects and 13 interstate rehabilitation projects across the state.

Before ending the election night press conference, the governor thanked the state’s voters after the results were announced.

“I didn’t take this job for any reason whatsoever for me,” Governor Justice said. “We have to have jobs and opportunities, and this will do it. Now, we have to make every single effort we can to make sure as many West Virginians are hired as possible. Then we reach out to those who have had to leave to get a job. They now have a real opportunity to have a job in West Virginia.”

On October 9, Governor Justice, responding to the bond measure’s approval, called a special session of the
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West Virginia Legislature to begin on October 16 to address the measure’s implementation. He said one piece of legislation he wanted approved would streamline the state Department of Highways’ hiring process in order to hire more workers faster.

The special legislative session lasted two days, adjourning on October 17. The Legislature passed six bills, including House Bill 205, Senate Bill 2002, and Senate Bill 2003. H.B. 205 amends the West Virginia Jobs Act that requires that public construction project contractors hire at least 75 percent of their workers from West Virginia. The new bill increases penalties for contractors who fail to hire enough West Virginians.

S.B. 2002 is designed to allow the West Virginia State Tax Department to share information with the Division of Highways to track the tax payments of contractors. SB 2003, according to the bill’s legislative findings and intent, is intended to expedite the hiring of Division of Highways employees.

“The DOH’s hiring procedures need to be fine-tuned,” said the governor. “We need to address the red tape and bureaucracy that takes ever so long to hire people and get people in these positions.”

The Roads to Prosperity bond amendment proposed to West Virginia voters on October 7, 2017 faced a number of unique and possibly insurmountable challenges to its passage.

First, West Virginia history showed that a number of general obligation bond proposals put to the voters since 1978 had been rejected despite the fact that well-funded advertising campaigns were conducted. Exceptions were the 1996 $550 million road bond amendment and the 1994 Amendment 3 Yes for Clean Water and Jobs that, despite almost unanimous statewide support prior to the election, won by a 50.2 percent to 49.8 percent margin. A number of local bond referendums had also been voted down.

Second, there was a group opposing the amendment that was vocal in their opinion, especially in the realm of social media. Their arguments included taxes were going to be raised if the bond amendment passed, that the state should not go into long-
term indebtedness, and that the state could not be trusted to spend the money wisely.

Governor Jim Justice convened a meeting of him and his staff with representatives from business associations and labor organizations to develop a campaign and communication strategy that would effectively counter these negatives and produce a majority vote of support for the Roads to Prosperity amendment.

A steering committee was formed which became the guiding force behind the amendment. The initial group consisted of the West Virginia Business & Industry Council, WV Coal Association, West Virginia Education Association, American Council of Engineering Companies, West Virginia AFL-CIO, West Virginia Manufacturers Association, West Virginia Chamber of Commerce and Contractors Association of West Virginia. The group quickly grew by gaining support from over 100 business, labor, education, economic development and community organizations, along with many city and county governments. The broad support for the amendment positioned the campaign to convey a strong, positive and unified message.

A committee was established to raise and manage funds for the communications campaign. The Executive Committee of West Virginians for Better Transportation (WVBT) agreed to be the conduit to collect and distribute funds since it has a history of promoting the need for a safe and modern transportation system.

From the beginning, supporters were unanimous in their view that the committee should be broad-based and bi-partisan so that messages associated with the amendment could be de-politicized and, thus, more appealing to skeptical voters.

Governor Justice conducted a number of town hall meetings around the state to promote the bond referendum. This proved to be an extremely effective counter to the negative feelings voters had about the ability of state government to conduct its business properly and efficiently. The governor also dispelled the notion that taxes will go up if people voted in favor of the road bond.

The governor noted that the Legislature had already approved a higher gasoline tax, DMV fees and sales taxes on vehicle purchases.

“The only reason you can’t vote for it is you’ve been scared about something that’s not true, like your taxes are going to go up,” Governor Justice reiterated at every town hall meeting. “It’s crazy, and I’ll tell you why it’s crazy. Because people have to buy the bonds. And there’s no way they’re going to buy the bonds if they’re not guaranteed the money. So the money has to already be set aside.”

During the statewide swing, Secretary of Transportation and Highways Commissioner Tom Smith was there to answer questions by attendees. He told the audience there has never been a better time to finance these projects through bonds, with interest rates at about 3.5 percent.

“Wait any longer, and those interest
rates could go up, and the roads will become harder to fix as they continue to deteriorate,” said Secretary Smith. “In the long run, it’ll be cheaper to do these projects now with bond debt, rather than trying to pay for every project on a pay-as-you-go basis.”

Representatives from business and labor organizations accompanied Governor Justice to the town hall meetings to offer their support for Roads to Prosperity.

Chris Hamilton, chairman of the West Virginia Business & Industry Council and vice president of the West Virginia Coal Association, said BIC represents companies in coal, natural gas, hospital, retail, manufacturing and other businesses. Hamilton stated the quality of roads is just as important to companies considering setting up shop in an area as local education prospects. Upgrading the roads, he said, will directly affect the quality of life for all West Virginians.

“We, as West Virginians, have the power to make our road system safer and more modern,” Hamilton stated. “We can put the state on the path of economic prosperity.”

Dale Lee, president of the West Virginia Education Association, said safety was a major issue for his organization to support the Roads to Prosperity bond amendment.

“When kids have to get off a bus so the bus can cross a bridge, it puts them at risk,” said the Mercer County educator. “We want our children to get home safely and I have seen buses travel roads that are unsafe. This is why WVEA is here today.”

Mike Clowser, executive director of the Contractors Association of West Virginia, said the thousands of jobs generated by an increased highway construction and maintenance program will have secondary effects on the state’s economy because those workers will go to restaurants, buy cars and contribute to tourism and retail.

“We feel these immediate jobs will create thousands of jobs that will ripple throughout West Virginia’s economy,” Clowser stated.

At the town hall meeting in Morgantown, West Virginia University President Gordon Gee spoke in favor of the amendment.

“The Morgantown area has grown as much as it can due to limited infrastructure and that infrastructure must be improved,” President Gee told attendees. He noted that if West Virginia’s country roads are full of potholes and are falling apart, the state has lost its ability to compete. “We must adequately address this situation.”

At the onset of its work on the campaign, the committee made an insightful strategic decision that proved to be a correct one. The committee chose a strategy of carefully targeting its campaign activity to largely occur in selected areas of the state.

The committee developed a media campaign to extensively use TV, radio and print advertising that was targeted to the local areas. The state was divided into regions and the ads detailed the number and dollar amount of highway projects that would be built in those areas if the referendum passed. Voters in the Eastern Panhandle of the state heard of the projects that directly benefited them. Conversely, voters in southern West Virginia received targeted information on road improvements in their area.

Governor Justice held an hour-long conference call with editors of over 30 newspapers to discuss the amendment and answer questions. Following the call, most every local newspaper endorsed the Roads to Prosperity amendment and urged their readers to vote yes on October 7.

Social media played a major role in this statewide constitutional referendum. Those objecting used social media effectively to raise questions and doubt about the amendment. The committee spent much time and resources to have a presence on Facebook and Twitter to counter the misinformation being spread and to offer facts on what the amendment did and did not do. Toward the end of the campaign, many supporters were sharing positive information about the benefits of the road bond.

When a group from Wood County began a robo-call campaign in the final days leading up to the October 7 election urging people to vote no on the amendment, the committee reached out to West Virginia basketball legend Jerry West.

In a two-day period, over 150,000
homes received a recorded call where they heard, “Hi, this is Jerry West. I know you love our country roads as much as I do, but we can all agree that many are in disrepair. I’m calling to encourage you to vote Yes in support of the Roads to Prosperity road bond amendment Saturday. I support this initiative because it will build new roads in every county in our wonderful state and create tens of thousands of new jobs making our roads safer. Best of all, no new taxes.”

Other basketball legends lent their support to the campaign. WVU Basketball Coach Bob Huggins and Marshall University Basketball Coach Dan D’Antoni recorded 30-second TV commercials that were aired statewide the final week of voting. The ads were downloaded countless times on social media, as was an ad by West Virginia’s First Lady, Cathy Justice.

Another social media ad was by the Professional Fire Fighters of West Virginia that officially endorsed the amendment.

“As fire responders, we answer the call to duty day or night, and often that means traveling on roads and bridges that are in bad shape. Their deteriorating condition risks the safety of our emergency vehicles and our fire fighters,” said PFFWV President Brian Jones. “It’s a no-brainer to us that we need to support this road bond amendment. We hope the people we protect every day will support it with us. West Virginia needs a dramatic improvement of its infrastructure – the public’s safety demands it.”

The final event of the campaign was Governor Justice speaking in his home county of Greenbrier on Friday before Saturday’s vote in a last attempt to drum up votes for the $1.6 billion bond issue.

“I think the overwhelming majority of the state wants to see this succeed,” Governor Justice told the assembled crowd. “You’ve got a few naysayers in everything that happens, but I do believe the majority need to support this. From my take, and I speak very plain and I’m forward in my words, but I really believe that this is the single-biggest vote West Virginians have ever made in the history of their state. This road bond referendum is the launching pad to a future for West Virginia that is beyond belief.”

The entire campaign was conducted in a little over six-week period. In that time, the fundraising took place, the message was developed, and the plan was implemented. The final vote was 72.82 percent of West Virginians voting in favor of the bond.

“Finally, West Virginia has tasted winning,” said Governor Justice during his press conference on Monday, October 9. “On my trip down [to Charleston] today, and I love this, I pulled right up behind a state road truck, and the guy is just sitting there on the truck: cone, cone, cone, dropping the cones out. I love it. He’s dropping the cones out, and he isn’t dropping the cones out for work to begin next summer. He’s dropping cones out for work to begin now. The people have given us the opportunity now for us to drop a lot of cones.”
Marie Prezioso was appointed by Governor Jim Justice as Executive Director of the West Virginia Water Development Authority (WDA) on July 27, 2017. She retired from Piper Jaffray in July 2016 as Senior Vice President and Manager of the West Virginia Public Finance Investment Banking office.

For 32 years Prezioso worked with state government agencies, local governments, county boards of education, public service districts, colleges, universities, hospitals and developers to finance construction projects in West Virginia. Prior to that, she worked seven years in state government in various finance and investment positions.

Other past activities include serving on the Rural Rehabilitation Loan Committee for the WV Department of Agriculture, a past chair and member of the WVU College of Business and Economics Visiting Committee and on the Board of the Fairmont State University Foundation.

“Throughout my career, I have at various times worked on legislation that would improve and provide opportunities for different types of financings,” said Prezioso.

Beginning in 1985, she worked on the WDA bond issues, including helping develop Loan Programs II, III and IV. In 1998, legislation was passed to allow WDA to issue infrastructure revenue bonds.

Prezioso’s experience also includes working with municipalities and public service districts to finance water and sewer projects in the public market and through private bank placements.

“All my past experience helps me in my position as executive director of the WDA, both from the financings aspect and understanding state and local government,” stated Prezioso.

During her time as executive director, Prezioso would like to develop new programs to finance projects in West Virginia and find ways to leverage the dollars available for projects.

“The first program I plan to make available will be an interim financing program,” Prezioso said.

In her time as director, Prezioso says she is most impressed by the number of loans the authority services.

“From the time a local bond issue or grant is closed, WDA administers the draws during the construction phase, monitors repayments and services the bond through maturity,” the director explained. “Over the lifetime of our agency, we have serviced 1,521 loans and grants in the amount of $1.8 billion.”

The director says the WDA currently services 927 loans and grants in the amount of $938.4 million. The authority also works with the Municipal Bond Commission, reviews all water and sewer debt service accounts for various agencies, and works with the local entities and the Public Service Commission to eliminate any deficiencies.

According to Prezioso, a major challenge WDA faces is having enough funds to loan and to making the loans affordable.

“As we all know, in West Virginia we have small communities and it is often difficult to make financing feasible for water and sewer projects,” said Prezioso. “I want to be responsive to the needs of local governments. I plan to reach out to resources I know in the financial community for any new ideas and to talk with other states on programs that have been successful.”

The director says that every time a project is financed and built it provides jobs and improves our standard of living.

“I am committed to working with all the infrastructure professionals to find solutions to improve West Virginia,” she said. “Governor Jim Justice and the legislature are working hard to make West Virginia a place where young people want to stay, where good jobs are available and where all of us want to retire.”

Prezioso believes that providing safe drinking water and reliable sewer service are central to meeting those goals.

“My door is always open to discuss any new ideas or problems that need addressed,” the director stated.

Prezioso holds a BS degree (1974) in Business Administration and a MBA (1975) from West Virginia University. She currently serves as a Vice Chair and Trustee for the West Virginia Investment Management Board and on the Board of Commissioners for the Charleston-Kanawha Housing Authority, where she served as a past chair.
Wayne D. Morgan, PE, was appointed Executive Director of the West Virginia Infrastructure & Jobs Development Council (IJDC) in September 2017.

Morgan has 40 years of experience in the water and sewer industry working as a consultant and for large water utility companies. He served as President of West Virginia American Water and Vice-President of American Water Works Service Company in New Jersey.

Morgan most recently was a project manager for The Thrasher Group of Charleston where he was responsible for projects and client relations in Central and Southern West Virginia and Western Virginia.

A professional civil engineer and water treatment operator, he graduated from West Virginia University in 1977 with a Bachelor of Science in Civil Engineering, and from the University of Charleston in 2010 with a Masters in Business Administration.

Morgan spent four years in Northern Virginia just outside of Washington, D.C. and fourteen years in New Jersey working on infrastructure financing, engineering and operation.

“I have seen several innovative ways of delivering infrastructure projects to the public,” the director stated. “I look forward to working with the state and infrastructure professionals to assist with the funding of water and sewer infrastructure needs for the citizens of West Virginia.”

According to Morgan, the IJDC was created to be West Virginia’s clearinghouse for the funding of water and sewer projects.

“As discussed in the May/June issue of West Virginia Construction News and in other media, economic growth resulting from the passage of the Governor’s roads initiative and the broadband bill will result in the need for improved and expanded water and sewer infrastructure in the state,” Morgan explained.

Currently, IJDC is working on a Needs Assessment Update which will allow state and federal funding agencies, those on the council, and the public to better understand and address the infrastructure needs of the citizens of West Virginia.

The director says that since starting his position on September 1, he continues to be impressed by the quality of the infrastructure community and the level of commitment to West Virginia to facilitate solutions for utilities working on needed water and sewer infrastructure projects.

“As we all know the infrastructure needs are greater than the funds available, and water and sewer is no different,” Morgan stated. “The IJDC will work with others to inform the needs in West Virginia and assist with facilitating the funding of the state and federal agencies to progress infrastructure projects for water and sewer projects in West Virginia.”

Since the IJDC is the funding clearinghouse for water and sewer projects, Morgan believes it is essential to keep the stakeholders and public informed so needed infrastructure projects can move forward to meet the needs of the citizens of West Virginia.

“I would like to convey to the contractors, engineers and architects in West Virginia that IJDC will continue to work with them and state and federal funding agencies to advance infrastructure projects for the water and sewer utilities in West Virginia,” he said.

Morgan serves on University of Charleston’s Board of Trustees and Executive Committee, the Advantage Valley Board, and previously served on the Board of the West Virginia Workforce Investment Council, the Charleston Area Alliance, and the New Jersey Alliance for Action.

In 2017 he was inducted into the West Virginia Academy of Civil Engineers for distinguished service by the Department of Civil & Environmental Engineering at West Virginia University. In 2015 he received the George Warren Fuller Award for distinguished service to the water supply field from his peers at the WV American Water Works Association (AWWA), where he has been a member since 1987 and served as the Section Chair in 2011.

The IJDC is chaired by the Governor, and has representation on its council from the West Virginia Public Service Commission, West Virginia Housing Development Fund, West Virginia Division of Environmental Protection, West Virginia Water Development Authority, West Virginia Bureau for Public Health, and the West Virginia Economic Development Authority, as well as public members.

Ann Uring, deputy chief of staff for the Governor, is the Governor’s designee as chair of the IJDC. Details concerning the IJDC can be found online at www.wvinfrastructure.com.
West Virginia Forward is a collaboration between West Virginia University, the West Virginia Department of Commerce and Marshall University to identify new opportunities to diversify and strengthen the economy of West Virginia to enable economic growth and job creation. The work is meant to build upon existing analyses and ongoing endeavors in the State to offer ideas that can complement, enhance, and catalyze the impact of current initiatives.

The West Virginia Forward effort analyzed the current state of West Virginia’s economy, proposed new sectors into which it can diversify in the future, and assessed opportunities to improve the underlying competitiveness of the State by looking at four economic enablers: ease of doing business, innovation and business development, human capital, and infrastructure.

Below is a reprinted article announcing the release of their findings titled, “Business, Government, Academia Come Together to Move West Virginia Forward.”

West Virginia’s economy is in transition, and it will take a collaborative effort by business, government and academia to ensure revitalization instead of stagnation, leaders from all three areas said recently in releasing a summary of findings of a study entitled “West Virginia Forward: Maximizing our Opportunities for Prosperity.”

West Virginia Forward is the result of a joint effort by West Virginia University, the Department of Commerce and Marshall University. The study itself was conducted by McKinsey & Co. and funded through private contributions and foundations.

“We all need to be thought leaders on the major aspects of West Virginia’s economy,” WVU President Gordon Gee said. “We are at a tipping point. We are in the midst of an economic crisis. This summary provides a reference in assessment, root cause analysis and development of solutions to address existing state’s challenges.

“This collaboration between West Virginia University, West Virginia Department of Commerce and Marshall University was created to identify short-term and long-term projects to boost West Virginia’s economy,” he said during a news conference releasing the findings held at the State Capitol. Gee first announced the project at the West Virginia Chamber’s annual business summit.

“We are happy to be part of this collaborative with WVU, the Department of Commerce and McKinsey,” Marshall President Jerome A. Gilbert said. “We will work alongside the National Guard, Vision Shared, Imagine, the Business Roundtable, the Chamber of Commerce, Tech Connect and Discover the Real West Virginia Foundation.

Walax President Dr. E. Gordon Gee, Governor Justice, Commerce Secretary Woody Thrasher and representatives from Marshall University came together during a news conference on September 27 to unveil their new campaign that plans to move “West Virginia Forward.” The campaign identifies new opportunities to diversify and strengthen the economy of West Virginia to enable economic growth and job creation.
Hendrickson & Long is proud to support the CAWV and the professional construction industry. We represent contractors, owners, lenders, developers, architects and engineers in construction law matters — including construction litigation, competitive bid disputes, preparation and negotiation of construction contracts, as well as surety bond claims and public contract law issues.

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Marshall University President Jerome A. Gilbert spoke on how West Virginia Forward analyzed the state’s economy, proposed new sectors into which it can diversify in the future, and assessed opportunities to improve the underlying competitiveness.

“This partnership looks at West Virginia’s assets from a global perspective and pairs them with economic trends we can leverage for future growth. It adds importance of working together to move West Virginia Forward.”

“The governor’s initiative is clear: we need to create jobs,” Commerce Secretary Woody Thrasher said. “These findings can dramatically reshape West Virginia’s economy. If we adopt this plan, together we can create effective change. And Commerce is proud to be a part of it.”

The study was undertaken to help understand West Virginia’s strengths and opportunities and to identify initiatives that will provide the collaboration to achieve both short and long-term success in revitalizing the economy, creating jobs and priming the state for success,” Rob Alsop, WVU’s vice president of strategic initiatives, said in presenting the findings.

Alsop lifted up tourism as an example of the research’s findings:

- West Virginia has an opportunity to capture higher income as well as older tourists.
- Adventure tourism options can be expanded in southern West Virginia.
- The eastern part of the state is ripe for second homes.
- The northern part of the state can be attractive to higher income retirees.

In addition to higher end tourism, other target areas include: carbon fiber reinforced plastic, fine chemicals and cybersecurity, with many other potential ones. Next steps include the signing of a memorandum of understanding among WVU, Marshall and Commerce; creation of a structure of accountability; engage communities to become active in the effort; and create implementation groups.

Four implementation groups are already at work: energy, business climate, human capital and entrepreneurship, Alsop said.

“West Virginia Forward’s implementation presents an opportunity to reverse the economic fortunes of the state and create momentum around a more diverse and resilient economy,” the report says. “Effective implementation will be a key determinant of such a success, and will rely on ensuring the required governance structure, partnerships, and stakeholder engagement processes are in place to achieve these aspirations.”

A complete report of West Virginia Forward’s findings, updates on current projects, and the efforts of West Virginia Forward can be found by visiting wvforward.wvu.edu.

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This year, West Virginia American Water Company (WVAWC) has invested $62 million in upgrades to water and wastewater infrastructure and system operations. Among the projects is the construction of two massive concrete water storage tanks in St. Albans.

The tanks hold eight million gallons of water to supply customers along the West Virginia American Water system.

“These are two of the largest tanks in our water system across the state,” said West Virginia American Water Company External Affairs Manager Laura Martin. “We have currently 190 altogether, but these are some of the largest and they’ll add eight million gallons of treated water storage to the Kanawha Valley system.”

After the 2014 water emergency, the need for stored water was apparent but this wasn’t the only reason for the construction of the large tanks.

“If we happen to have an emergency, we now have additional back-up water stored,” said Martin. “It will also be used through the day within the system to maintain pressure and flow for residents in the area.”

Construction of the $9.7 million project began January 2017 and is expected to be completed in December 2017. The project is being funded by WVAWC customers through the Distribution System Improvement Charge (DSIC) which was approved last year by the state Public Service Commission.

Under the DSIC program, WVAWC is investing $18 million to replace water mains, $4 million to replace service lines and hydrants, and $9.7 million to construct the two new storage tanks.

According to Martin, the project required a tremendous amount of earth moving and site preparation.

WVAWC recently launched an interactive web-based map of the 2017 CAVV Members Construct WVAWC Water Storage Tanks

The construction of the two massive water storage tanks began in January 2017. The $9.7 million project is part of West Virginia American Water Company’s $62 million water and wastewater infrastructure upgrades throughout the service areas. The tanks hold eight million gallons of water to supply customers along the water system.
infrastructure upgrade projects which allows the public to view details about water main replacement projects and other capital investments throughout the service area. An article on the new online project map was published in the May/June 2017 issue of West Virginia Construction News.

West Virginia American Water, a subsidiary of American Water (NYSE: AWK), is the largest water utility in the state, providing high quality and reliable water services to approximately 550,000 people.

A number of CAWV member firms worked on the $9.7 million project including:

ACF Environmental
C.J. Hughes Construction Co.
Chapman Technical Group
Consolidated Pipe & Supply Co.
Hanson (Essroc) Ready Mix
Foster Supply
H.D. Supply
Jackson Kelly, PLLC
Kanawha Stone Company, Inc.
NGE, LLC

Penn Line Service, Inc.
Rumble Ready Mix
Shamblin Stone
TERRADON Corporation
Triad Engineering
W.C. Weil Company

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local and state officials recently joined representatives of US Methanol in a groundbreaking ceremony for a new chemical plant in Institute. US Methanol expects it will open its first American facility, Liberty One, in mid-2018, which will be capable of producing 200,000 metric tons of methanol a year on the 11-acre site. Once the facility is completed, approximately 50 people will be hired on a permanent basis. Methanol is a chemical made by combining natural gas with steam and pressure, and can be found in LED and LCD screens and recyclable plastic bottles. Liberty One will consist of parts of a deconstructed methanol production plant from Rio De Janerio. Construction of the plant will result in the hiring of 300 temporary construction jobs. The West Virginia Economic Development Authority approved a $10 million loan in May in developing the site for use. It is also believed that US Methanol’s relationship will grow and could include a second facility in West Virginia...

Federal regulators have approved two major natural gas pipelines that would start in West Virginia and supply the eastern seaboard. The Federal Energy Regulatory Commission granted certificates to both the Atlantic Coast Pipeline and the Mountain Valley Pipeline. The pipelines would transport gas from the Utica and Marcellus shale deposits. The $5.1 billion Atlantic Coast Pipeline would span 600 miles from Harrison County and across Lewis, Upshur, Randolph and Pocahontas counties in West Virginia through Virginia and into North Carolina. It’s a project by Dominion Energy, Duke Energy, Piedmont Natural Gas and Southern Company Gas. The $3.5 billion Mountain Valley Pipeline would go 303 miles through Wetzel, Harrison, Doddridge, Lewis, Braxton, Webster, Nicholas, Greenbrier, Fayette, Summers, and Monroe counties to transport West Virginia natural gas into southern Virginia. The MVP will be constructed and owned by Mountain Valley Pipeline, LLC (Mountain Valley), which is a joint venture between EQT Midstream Partners, LP; NextEra US Gas Assets, LLC; Con Edison Transmission, Inc.; WGL Midstream; and RGC Midstream, LLC...

The Kanawha County Commission will soon begin accepting bids for the new Shawnee Park multi-sports complex in Dunbar. The commission officially approved the $15 million project at a recent meeting in Charleston. Plans to move the project forward were on hold pending results of an environmental study. Kanawha County Commissioner Ben Salango said the study, conducted by S&S Engineering of Charleston, resulted in zero health risks to the public. BrickStreet Insurance of Charleston recently announced they will be donating $1 million toward the redevelopment of Shawnee Park. ZMM Architects and Engineers of Charleston is designing the new complex. The company will bid out the construction work, which is scheduled to begin in November...

Phase one of the $500 million Proctor & Gamble manufacturing project along I-81 in Martinsburg is expected to be complete in three months. Manufacturing will start in the January, February 2018 time frame and will only manufacture one line of product. The site covers 450 acres along I-82 at Tabler Station Road, Tabler Station Business Park, Berkeley County. When finished, it will include nine buildings, approximately one million square feet of working areas and an onsite rail line. Current on-site employees total around 260. Many more employees are needed, many as 1,000 construction workers will be working on the project and 700 permanent jobs will be filled when the manufacturing is in full swing. P&G U.S. operations include 29 plants in 21 states. The Berkeley County facility is West...
Virginia’s first plant, and only the company’s second new site in the U.S. since 1971...

- The Business Development Corporation of the Northern Panhandle will use a $300,000 federal grant to map out a strategy for reusing an 1,100 acre parcel in Weirton that at one time was part of the city’s steel business. The grant came from the U.S. Economic Development Administration, which awarded $30 million to 35 projects in 15 states under the 2017 Assistance to Coal Communities (ACC 2017) initiative. The funding is intended to aid locally-driven economic recovery efforts in communities severely impacted by the declining use of coal. A total of $8.3 million in ACC grant money was awarded to West Virginia...

- Toyota’s plant in Buffalo recently announced a $115 million expansion project that further solidifies the 21-year-old plant’s role for the automobile giant. The company will become the first in the United States to produce transaxles for hybrid cars. Production of the hybrid transaxles is slated to begin in 2020, said Leah Curry, president of Toyota Motor Manufacturing West Virginia, during a news conference at the plant. The transaxles will be used in Toyota Highlander hybrids built at a Toyota plant in Princeton, Indiana. Curry said the project likely won’t create any new jobs but will provide security for the Putnam County plant’s employees. The plant employs about 1,600 people today and produces more than 1 million engines and transmissions annually. Gov. Jim Justice said in a speech that he is thankful for Toyota’s support and investment in West Virginia. West Virginia Commerce Secretary Woody Thrasher said the future of the automotive industry is promising in the state. The skill sets necessary for energy industry employees often can transfer over to automotive work, making it primed for growth in the face of difficulties in the coal industry, he said...

- A Randolph County business will add 85,000 square feet to create a distribution center on site, according to an announcement involving Senator Shelley Moore Capito (R-WV). The Armstrong Flooring expansion will allow the company to improve and streamline their distribution capabilities by storing their finished flooring...
CONSTRUCTION BRIEFS

products on site. The project is expected to create up to 50 new jobs in the next ten years. Armstrong Flooring opened in 1989 along Route 250 south of Beverly. It is the largest pre-finished hardwood flooring plant in the United States, producing flooring from oak, hickory, and maple. New construction will begin next summer and could be completed by Summer 2019...

- Marshall Health recently opened its doors to a new 51,000-square-foot clinical facility at 300 Corporate Center Drive in Scott Depot. The new Teays Valley location consolidates Marshall Health’s existing internal medicine, obstetrics and gynecology, and pediatric offices in Putnam County under one roof. Orthopedics, sports medicine, on-site imaging and laboratory services are among the expanded offerings now available in Teays Valley. Marshall Health purchased the former Patriot Coal corporate headquarters building in April 2016. A grand opening and community health fair took place in June. Contractor on the project was G&G Builders of Scott Depot. Designer on the project was Edward Tucker Architects, Inc. of Huntington. Materials were provided by Cornerstone Interiors, Inc. of Eleanor...

- A new company that will make whiskey barrels is coming to Greenbrier County, and its officials say they’re bringing dozens of jobs with it. Representatives with the West Virginia Great Barrel Co. recently announced at a news conference that they will harvest white oak and turn it into whiskey barrels at their barrel manufacturing plant, known as a cooperage. Tom Crabtree, a managing member with the company, said the project was conceived after the deadly June 2016 flood. Crabtree and Gov. Jim Justice said at the news conference that the operation will bring $50 million of commerce annually to the state. Philip Cornette, another managing member of the company, said the company would be able to make 125,000 barrels per year, selling them at $200 each, which would be $25 million. According to figures provided by state Commerce Secretary Woody Thrasher at the news conference, the company would employ 113 workers at its cooperage and 25 more at its stave mill and log yard in Monroe County. Moments before the news conference, the West Virginia Economic Development Authority tentatively approved a $6 million, 10-year loan for the project. Crabtree estimated that the company would break ground early next year and make its first barrel in early 2019...

- Updates on infrastructure projects involving water extensions, road upgrades and a new hotel were presented by Economic Development Authority Director Michael Herron at a recent meeting of the Lewis County Commission. The Northwest Water Project was split into two contracts that began simultaneously on Oct. 1. Low bidder for Contract 2 was Dan’s Marine Services of Grafton. The $3.8 million project will serve about 257 customers on Limestone Run, Murphy Creek, Murphy Run, Sassafrass, Churchville, Hershman, Linger Run and Laurel Run. West Virginia American Water is contributing about $604,000 toward the project for residents who have already signed user agreements...

- Officials recently broke ground on the site of a new Ravenswood Middle School. Construction will now begin on the new $13.3 million school in Jackson County. The new school will be attached to the
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CONSTRUCTION BRIEFS

current Ravenswood High School. The plan was first proposed in 2006. Contractor on the project is Wolf Creek Contracting Company of Waterford, Ohio...

A newly formed company says it is planning to build a $73 million synthetic fuel plant in Greenbrier County, with construction expected to commence in early 2018. The West Virginia Economic Development Authority approved an inducement resolution relating to the issuance of revenue bonds for PPD of WV One LLC’s planned Greenbrier County plant project at a recent board of directors meeting. At the plant, PPD of WV One will convert solid waste materials to diesel fuel and biochar, a charcoal used in soil for agriculture, said WVEDA Executive Director David Warner. It is looking to acquire a series of revenue bonds not to exceed $80 million to help finance the construction and equipping of the plant, among other costs, according to the inducement resolution. Roughly 160 workers will be needed to construct the plant and 60 people will be needed to operate it. The plant will be located near the Sam Black Church exit of Interstate 64, in Greenbrier County...

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Ridgeview Elementary, a consolidation of Crab Orchard, Sophia-Soak Creek and Les-

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The Monongalia County Commission recently approved a trio of resolutions pertaining to the University Town Centre (UTC) TIF district during its most recent regular session. Among them was a bond authorizing order that will allow for the issuance of up to $43.5 million in supplemental improvement bonds that can be used to reimburse developer Westridge. Tom Aman, the county’s bond counsel for the UTC district, explained that the issue was a “companion issue” to the main 2017A and 2017B series bonds that would only be paid out after the main bonds are satisfied. The developer will submit requisitions of expenditures to the county for approval...

The Jefferson County Convention and Visitors Bureau recently held a ground breaking ceremony at the Jefferson County West Virginia Welcome Center. The center is adding an expansion that will feature improvements to the entrance, larger spaces for exhibits and technology and new bathrooms. U.S. Sen. Shelly Moore Capito, R-W.Va., has been a driving force behind this project for the Jefferson County CVB. She said the improvements to the Welcome Center will stand out to visitors to the state. It is estimated that the expansions to the Welcome Center should be completed by late spring or early summer of 2018. Contractor on the project is W. Harley Miller Contractors, Inc. of Martinsburg.

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CAWV leaders meet with their counterparts on industry issues

WASHINGTON, D.C. - Associated General Contractors (AGC) of America chapter leaders, including CAWV Senior Vice President Roger Thomas, Kelly Paving, Inc., and Vice President Doug Meeks, Brewer and Company of West Virginia, met in Washington, D.C. September 24-26 to discuss best practices and to address AGC’s top legislative issues.

The annual AGC National Chapter Leadership Conference (NCLC) featured national speakers and breakout sessions on the industry’s and the association’s pressing issues, including federal initiatives for infrastructure investment, workforce development, new AIA general conditions, membership development and environmental and regulatory issues.

Scott Pruitt, U.S. EPA administrator, spoke to chapter leaders on how he plans to streamline EPA’s permitting process. He said that EPA is looking to partner with AGC and other stakeholders to engage in smarter and better rulemaking and to reduce regulatory burdens. He received a round of applause when he said it is his goal to reduce EPA’s permit review process to six months.

“We will accomplish this by the end of 2018,” said the administrator.

“Doug and I were able to learn what AGC chapters around the country are doing to recruit and retain membership,” said Senior Vice President Thomas. “We also heard from a Trump administration official who said the president is moving forward with his infrastructure funding program. The president wants Congress to take up infrastructure funding after they pass a tax reform bill.”

AGC chapter leaders across the country learned about how to keep up and communicate with the workforce of tomorrow, state highway funding solutions, how boards operate for peak performance and about OSHA’s respirable crystalline silica standard for construction.

CAWV Executive Director Mike Clowser made a presentation on West Virginia’s successful highway funding campaign at one of NCLC’s breakout sessions.

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