WEST VIRGINIA MOVES TO
FIFTH WORST BRIDGES IN NATION
NEW REPORT SHOWS ... page 14
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In a new report on U.S. roadway bridge conditions by the American Road & Trans- 
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nation based on 17 percent, or 1,247 of 
the state’s total bridges being structural-
ly deficient. This is up from eighth worst 
in 2015, twelfth in 2014 and fourteenth in 
2013. To learn about the report’s findings 
on West Virginia bridge conditions, see 
page 14.

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 
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A recent TRIP report finds that 29 percent of the major roads in West Virginia are in poor condition. Driving on them is costing motorists a total of $1.4 billion annually in the form of additional vehicle operating costs, congestion-related delays and traffic crashes. For the average West Virginia driver, this is over $1,000 annually in extra vehicle operating costs.

 Roads and bridges that are deficient, congested or lack desirable safety features cost West Virginia motorists a total of $1.4 billion statewide annually – as much as $1,439 per driver in some urban areas - due to higher vehicle operating costs, traffic crashes and congestion-related delays. Increased investment in transportation improvements at the local, state and federal levels could relieve traffic congestion, improve road, bridge and transit conditions, enhance safety, and support long-term economic growth in West Virginia, according to a new report released February 16 at the State Capitol by TRIP, a Washington, DC based national transportation organization.

The TRIP report, “West Virginia Transportation by the Numbers: Meeting the State’s Need for Safe, Smooth and Efficient Mobility,” finds that throughout West Virginia, 29 percent of major roads are in poor condition. In 2016, West Virginia

had the fifth highest share of bridges rated structurally deficient, with 17 percent of the state's bridges rated structurally deficient. This ranking is up from 12th in 2014, when 13 percent of the state's bridges were rated structurally deficient. The state's major urban roads are becoming increasingly congested, with drivers wasting significant amounts of time and fuel each year. And, more than 1,500 people were killed in crashes on West Virginia's roads from 2011 to 2015.

The report was released February 16 in a news conference held in the Governor's Conference Room, one day before Transportation Day at the Capitol.

“This report is alarming. This is terrible news,” new Department of Transportation Secretary Tom Smith said. “The report shows continued decline in West Virginia's road and bridge quality.”

Smith, who served 16 years as Federal Highways Administration Division Administrator in West Virginia before retiring after 37 years at FHWA, said the TRIP report is a call to action and an alarm that the state needs to react to. Smith contends that, rather than putting up with the costs of deteriorating roads and bridges, West Virginia's citizens should embrace Governor Jim Justice's plan to reinvest in highways.

Gov. Justice presented his plan to fix the state's roads during his state of the state address February 8. His plan included increasing the gasoline tax by 10 cents, restoring the whole-

"This is terrible news. The report shows continued decline in West Virginia's road and bridge quality."

- West Virginia Department of Transportation Secretary Tom Smith
sale gas tax to the level it was before dropping 3.5 cents per gallon, raising the fees drivers pay at the Division of Motor Vehicles, and hiking the price on tolls on the West Virginia Turnpike by $1 to create a revenue stream for additional bonds. The bonds, which he estimates could be as large as $2.8 billion, will drastically improve the state’s economy, the new governor contends.

“What Governor Justice has proposed with this highway program is a modest increase, which, if you do your back of the envelop type of calculation, I think you’ll find the numbers would be a hundred to a hundred and fifty dollars per highway user,” Smith said.

Driving on deficient roads costs the state’s drivers a total of $1.4 billion per year in the form of extra vehicle operating costs (VOC) as a result of driving on roads in need of repair, lost time and fuel due to congestion, related delays, and the costs of traffic crashes in which roadway features likely were a contributing factor. The TRIP report calculates the cost to motorists of insufficient roads in the Charleston, Huntington, Morgantown, Parkersburg and Wheeling urban areas. A breakdown of the costs per motorist in each area along with a statewide total is below.

The TRIP report finds that 29 percent of West Virginia’s major locally and state-maintained roads are in poor condition, while 55 percent are in mediocre or fair condition and the remaining 17 percent are in good condition. Driving on deteriorated roads costs West Virginia’s drivers an additional $758 million each year in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs, and increased fuel consumption and tire wear.

“West Virginia must have a modern transportation system to be able to respond to the competitive demands of a growing U.S. economy over the next decade,” said Carol Fulks, executive director of the West Virginia Hospitality & Travel Association and chair of West Virginians for Better Transportation. “Tourism, economic development, jobs and safety are dependent upon a good transportation system. Our surrounding states are building and fixing their roads. It is time for West Virginia to do the same.”

Seventeen percent of West Virginia’s bridges are structurally deficient, with significant deterioration to the bridge deck, supports or other major components. This is the fifth highest rate in the nation.

Traffic crashes in West Virginia claimed the lives of 1,548 people between 2011 and 2015. West Virginia’s 2015 overall traffic fatality rate of 1.35 fatalities per 100 million vehicle miles of travel was significantly higher than the national average of 1.13. The fatality rate on West Virginia’s rural non-Interstate roads was 2.24 fatalities per 100 million vehicle miles of travel, nearly three times higher than the 0.81 fatality rate on all other roads and highways in the state.

Traffic congestion in the state’s urban areas area is worsening, costing West Virginia’s drivers a total of $225 million each year in the form of lost time and wasted fuel.

The efficiency and condition of West Virginia’s transportation system, particularly its highways, is critical to the health of the state’s economy. Annually, $119 billion in goods are shipped to and from sites in West Vir-

"This TRIP report is alarming. This is terrible news," new West Virginia Department of Transportation Secretary Tom Smith told reporters, legislators and highway supporters gathered in the Governor’s Conference Room at the State Capitol.
Virginia, mostly by truck. Seventy-two percent of the goods shipped annually to and from sites in West Virginia are carried by trucks and another 10 percent are carried by courier services or multiple mode deliveries, which include trucking.

“We know that for the people and companies we want to attract to West Virginia, we have to invest in our roads and bridges,” said Bill Bissett, president & CEO of the Huntington Regional Chamber of Commerce.

These conditions are only going to get worse, increasing the additional costs to motorists, if greater investment is not made available at the state and local levels of government,” said Will Wilkins, TRIP’s executive director. “Without adequate funding, West Virginia’s roads and bridges will become increasingly deteriorated and congested, hampering economic growth and quality of life of the state’s residents.”

This is the first time TRIP has estimated the cost of bad roads in cities. Selected for study were Charleston, Huntington, Morgantown, Parkersburg and Wheeling. Local officials and economic development professionals commented on the effect of poor roads in their cities.

The TRIP report finds that 60 percent of major roads in the Charleston urban area are in poor or mediocre condition, costing the average motorist an additional $530 each year in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs, and increased fuel consumption and tire wear.

“The Charleston area is a mixture of city streets and state-maintained roads, and most of the major routes are supposed to be paved and maintained by the State of West Virginia,” said Charleston Mayor Danny Jones. “Our city leaders recognize the connection between street maintenance and costs to drivers, and we have invested significant funds through our user fee to maintain city streets. Unfortunately, we’ve also had to use some of those funds to help the state do projects within our city where State roads have been in particularly bad shape.”

Traffic congestion in the Charleston area is worsening, causing 21 annual hours of delay for the average motorist and costing each driver $481 annually in lost time and wasted fuel.

In the Morgantown urban area, the TRIP report finds that 68 percent of major roads are in poor or mediocre condition, costing the average motorist an additional $815 each year in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs, and increased fuel consumption and tire wear.

“The people always pay today for the leadership failures of the past,” said Eldon A. Callen, vice president for government affairs and community and economic development for the Greater Morgantown Area Chamber of Commerce. “This is the stark reality demonstrated by this report. The question before us now is whether today’s leadership will address basic infrastructure needs of our state or again kick it down the road. We are paying dearly in money and lives for

<table>
<thead>
<tr>
<th>City</th>
<th>VOC</th>
<th>Safety</th>
<th>Congestion</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charleston</td>
<td>$530</td>
<td>$346</td>
<td>$481</td>
<td>$1,357</td>
</tr>
<tr>
<td>Huntington</td>
<td>$418</td>
<td>$341</td>
<td>$362</td>
<td>$1,121</td>
</tr>
<tr>
<td>Morgantown</td>
<td>$815</td>
<td>$313</td>
<td>$311</td>
<td>$1,439</td>
</tr>
<tr>
<td>Parkersburg</td>
<td>$626</td>
<td>$331</td>
<td>$317</td>
<td>$1,274</td>
</tr>
<tr>
<td>Wheeling</td>
<td>$720</td>
<td>$320</td>
<td>$275</td>
<td>$1,315</td>
</tr>
<tr>
<td>West Virginia</td>
<td>$758 Million</td>
<td>$461 Million</td>
<td>$225 Million</td>
<td>$1.4 Billion</td>
</tr>
</tbody>
</table>

For the first time TRIP has estimated the cost of bad roads in cities including Charleston, Huntington, Morgantown, Parkersburg and Wheeling.
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This is the stark reality demonstrated by this report. The question before us now is whether today’s leadership will address basic infrastructure needs of our state or again kick it down the road. We are paying dearly in money and lives for poor roads. We would pay a lot less for good roads.”

- Eldon A. Callen, vice president for government affairs and community and economic development for the Greater Morgantown Area Chamber of Commerce

Traffic congestion in the Morgantown area is worsening, causing 14 annual hours of delay for the average motorist and costing each driver $311 annually in lost time and wasted fuel.

Seventeen percent of West Virginia’s bridges are structurally deficient, with significant deterioration to the bridge deck, supports or other major components. In the Morgantown urban area, 14 percent of bridges are structurally deficient.

The TRIP report finds that 62 percent of major roads in the Wheeling urban area are in poor or mediocre condition, costing the average motorist an additional $720 each year in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs, and increased fuel consumption and tire wear.

“In an area where state lines are blurred, West Virginia must keep up, at a minimum, with our neighboring states, who are continually maintaining and improving their existing roads,” said Erikka Storch, president of the Wheeling Area Chamber of Commerce.

Traffic congestion in the Wheeling area is worsening, causing 11 annual hours of delay for the average motorist and costing each driver $275 annually in lost time and wasted fuel.

Traffic congestion in the Huntington urban area is worsening, causing 16 annual hours of delay for the average motorist and costing each driver $418 annually in lost time and wasted fuel.

“In an area where state lines are blurred, West Virginia must keep up, at a minimum, with our neighboring states, who are continually maintaining and improving their existing roads.”

Erikka Storch, president of the Wheeling Area Chamber of Commerce

While many of us understand the value of having good transportation infrastructure, we also take it for granted,” said Bill Bissett, president & CEO of the Huntington Regional Chamber of Commerce. “A new road can cause a ribbon cutting and media coverage, but the maintenance of that same road gets little fanfare even though it is equally critical to the overall economy of a region. This investment in maintenance adds to our economic development potential while helping the personal budgets of those who live and work in the Huntington area. To make certain West Virginians can travel safely and without injury to themselves or their vehicles is a wise investment.”

Traffic congestion in the Huntington area is worsening, causing 16 annual hours of delay for the average motorist and costing each driver $418 annually in lost time and wasted fuel.

While many of us understand the value of having good transportation infrastructure, we also take it for granted,” said Bill Bissett, president & CEO of the Huntington Regional Chamber of Commerce. “A new road can cause a ribbon cutting and media coverage, but the maintenance of that same road gets little fanfare even though it is equally critical to the overall economy of a region. This investment in maintenance adds to our economic development potential while helping the personal budgets of those who live and work in the Huntington area. To make certain West Virginians can travel safely and without injury to themselves or their vehicles is a wise investment.”
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A good transportation system is vital to West Virginia’s cities and counties. Without good roads, it is hard to attract new business. This report should be a wake-up call for all us to start addressing critical road and bridge needs.”

- CAWV President C.R. Neighborgall, The Neighborgall Construction Company

The TRIP report was widely reported by media outlets in West Virginia. The February 16 news conference was covered by all major newspapers, TV stations, WV MetroNews and WV Public Radio. All legislators were invited to attend the release of the report.

“A good transportation system is vital to West Virginia’s cities and counties. Without good roads, it is hard to attract new business,” CAWV President C.R. Neighborgall, The Neighborgall Construction Company, told those assembled at the press conference. “This TRIP report is a sobering report and I agree with Secretary Tom Smith that this should be a wake-up call for all us to start addressing West Virginia’s critical road and bridge needs.”

For a copy of the full report, “West Virginia Transportation by the Numbers: Meeting the State’s Need for Safe, Smooth and Efficient Mobility,” go to the CAWV website at www.cawv.org.
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West Virginia’s bridges are not only deteriorating, they are deteriorating at a faster rate than anywhere in the country. In a new report on U.S. roadway bridge conditions by the American Road & Transportation Builders Association (ARTBA), West Virginia now ranks fifth worst in the nation based on 17 percent, or 1,247 of the state’s total bridges being structurally deficient. This is up from eighth worst in 2015, twelfth in 2014 and fourteenth in 2013.

The report also shows that 1,396, or 19 percent, are classified as functionally obsolete. This means the bridge does not meet design standards in line with current practice.

West Virginia also had the highest rate of decline - 14.2% - of any state in the nation. This new ranking is based on analyzing the U.S. Department of Transportation’s 2016 “National Bridge Inventory” database. ARTBA conducts the annual review of state bridge data collected by the federal agency. Bridges are rated structurally deficient when they have significant deterioration of the bridge deck, supports or other major components. That can require authorities to restrict the use of traffic lanes or limit vehicle weights, or make costly repairs on aging structures to keep traffic flowing.

Black says the data shows 28 percent of bridges (173,919) are over 50 years old and have never had any major reconstruction work in that time.

“America’s highway network is woefully underperforming. It is outdated, overused, underfunded and in desperate need of modernization,” Black says. “State and local transportation departments haven’t been provided the resources to keep pace with the nation’s bridge needs.”

To help ensure public safety, bridge decks and support structures are regularly inspected for deterioration and remedial action. They are rated on a scale of zero to nine—with nine meaning the bridge is in “excellent” condition. A bridge is classified as structurally deficient and in need of repair if its overall rating is four or below.

**West Virginia Highlights from FHWA’s 2016 National Bridge Inventory Data**

- Of the 7,217 bridges in West Virginia, 1,247, or 17%, are classified as structurally deficient. This means one or more of the key bridge elements, such as the deck, superstructure or substructure, is considered to be in “poor” or worse condition.
- 1,396 bridges, or 19%, are classified as functionally obsolete. This means the bridge does not meet design standards in line with current practice.
- 287 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- Federal investment in West Virginia has supported $1.7 billion for capital improvements on 780 bridges between 2005 and 2014.
- Over the last 10 years, 665 new bridges have been constructed in the state; 62 have undergone major reconstruction.
- The state has identified needed repairs on 3,416 bridges, which the state estimates will cost $3 billion.
According to the Federal Highway Administration (FHWA), a bridge is classified as structurally deficient if the condition rating for the deck, superstructure, substructure or culvert and retaining walls is rated 4 or below or if the bridge receives an appraisal rating of 2 or less for structural condition or waterway adequacy.

During inspections, the condition of a variety of bridge elements are rated on a scale of 0 (failed condition) to 9 (excellent condition). A rating of 4 is considered “poor” condition and the individual element displays signs of advanced section loss, deterioration, spalling or scour.

“Every year we have new bridges move on the list as structures deteriorate, or move off the list as improvements are made,” said Black.

The total cost of the proposed bridge work for West Virginia is approximately $2.7 billion. States report the cost of proposed bridge work for each bridge to the Federal Highway Administration as part of the bridge inventory data each year.

Over 2,000 projects were proposed in the report for bridge replacement alone for nearly $1.9 billion. Other work proposed includes widening, rehabilitation, deck rehab and replacement and other work.

Age and weather are two factors that can have a significant impact on bridge conditions from state to state. In West Virginia, the average age of a structurally deficient bridge is 67 years, or 1 year older than the national average. A bridge that is not deficient is an average of 39 years in the U.S. and 33 years in West Virginia.

The FHWA report says the structurally deficient bridges in West Virginia have nearly 3 million crossings every day. The top most traveled of these bridges are located in Cabell, Kanawha, Harrison, Marion, Marshall, Monongalia and Ohio counties.

Federal investment in West Virginia has supported $1.7 billion for capital improvements on 780 bridges between 2005 and 2014, according the report showing all bridge-related spending approved by FHWA during this time period. The report also states that over the last 10 years, 665 new bridges have been constructed and 62 have undergone major reconstruction.

For a look at ARTBA’s national and state-specific data, visit: www.artbabridgereport.org.
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Attorney Robert "Bo" Sweeney has a practice based in civil litigation, with a concentration in the defense of mesothelioma and asbestos claims, construction disputes and defending employers in deliberate intent suits.

### Top Most Traveled Structurally Deficient Bridges in West Virginia

<table>
<thead>
<tr>
<th>County</th>
<th>Year Built</th>
<th>Daily Crossings</th>
<th>Type of Bridge</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kanawha</td>
<td>1974</td>
<td>83,827</td>
<td>Urban Interstate</td>
<td>I-54 WBL &amp; EBL over CR 51/12</td>
</tr>
<tr>
<td>Kanawha</td>
<td>1974</td>
<td>58,619</td>
<td>Urban Interstate</td>
<td>I-77 NB &amp; SB over Westmoreland Road</td>
</tr>
<tr>
<td>Kanawha</td>
<td>1974</td>
<td>45,000</td>
<td>Urban Interstate</td>
<td>I-77 NB &amp; SB over Cora Street</td>
</tr>
<tr>
<td>Harrison</td>
<td>1977</td>
<td>39,500</td>
<td>Urban other principal arterial</td>
<td>US Route 50 over WV 20 &amp; WV 20 Connector</td>
</tr>
<tr>
<td>Harrison</td>
<td>1974</td>
<td>34,900</td>
<td>Urban other principal arterial</td>
<td>US Route 50 over Interstate 79</td>
</tr>
<tr>
<td>Ohio</td>
<td>1970</td>
<td>28,374</td>
<td>Urban Interstate</td>
<td>Interstate 70 over Mid.Whg Ck US 40 City St</td>
</tr>
<tr>
<td>Ohio</td>
<td>1970</td>
<td>28,374</td>
<td>Urban Interstate</td>
<td>Interstate 70 West over US 40</td>
</tr>
<tr>
<td>Monongalia</td>
<td>1973</td>
<td>26,125</td>
<td>Urban other principal arterial</td>
<td>Monongalia CR 857 over I-68 (X)</td>
</tr>
<tr>
<td>Ohio</td>
<td>1968</td>
<td>26,083</td>
<td>Urban Interstate</td>
<td>Interstate 70 over Middle Creek &amp; CR 39</td>
</tr>
<tr>
<td>Ohio</td>
<td>1968</td>
<td>26,083</td>
<td>Urban Interstate</td>
<td>Interstate 70 over Middle Creek &amp; CR 39</td>
</tr>
</tbody>
</table>

### Proposed Bridge Work

<table>
<thead>
<tr>
<th>Type of Work</th>
<th>Number</th>
<th>Cost (millions)</th>
<th>Daily Crossings</th>
<th>Area (sq. meters)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge replacement</td>
<td>2,015</td>
<td>$1,857.1</td>
<td>3,285,365</td>
<td>383,625</td>
</tr>
<tr>
<td>Widening &amp; rehabilitation</td>
<td>265</td>
<td>$132.0</td>
<td>693,166</td>
<td>71,876</td>
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<tr>
<td>Rehabilitation</td>
<td>455</td>
<td>$324.0</td>
<td>2,908,354</td>
<td>425,163</td>
</tr>
<tr>
<td>Deck rehabilitation/replacement</td>
<td>598</td>
<td>$354.4</td>
<td>4,980,695</td>
<td>765,268</td>
</tr>
<tr>
<td>Other work</td>
<td>83</td>
<td>$24.7</td>
<td>286,780</td>
<td>108,469</td>
</tr>
</tbody>
</table>

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Attorney Robert “Bo” Sweeney has a practice based in civil litigation, with a concentration in the defense of mesothelioma and asbestos claims, construction disputes and defending employers in deliberate intent suits.
Employment and output in West Virginia’s construction sector declined slightly during 2015. Residential construction (including contractors) registered a small increase in activity for the fourth consecutive year, while the state’s nonresidential and heavy/civil engineering segments have lost jobs in each of the last three years. Indeed, after adding more than 3,200 jobs on net between 2010 and 2012, the heavy and civil engineering construction industry has lost nearly half of those jobs as fewer large-scale projects related to the energy sector are currently underway. Public infrastructure spending has also weighed on this construction sector segment, as poor state fiscal conditions and a lack of resolution on multi-year transportation bills in Congress have also hurt.

RESIDENTIAL CONSTRUCTION

According to data from McGraw-Hill, approximately 1,960 new single-family homes were started during 2015, essentially the same level that was recorded during 2014. After a solid upturn in activity during 2013, new home construction has been somewhat erratic ever since. Nonetheless, homebuilding activity has improved in West Virginia after seeing construction fall off sharply in many parts of the state in concert with the broader collapse that occurred nationally. The number of new single-family units being added to the statewide housing stock has trended higher from its 2009 low point, averaging more than 2,100 on a seasonally-adjusted annualized basis in the first 9 months of 2016. This marks a 52 percent improvement since construction activity bottomed out in late-2008/early-2009.

Multifamily construction activity is generally a smaller share of the overall residential market, primarily due to the state’s low population density and high homeownership rate. Most of the state’s multifamily development is concentrated to a few areas, namely the Greater Morgantown Area and the Eastern Panhandle. The overall level of apartment construction peaked for West Virginia peaked in 2007 and new development has been limited in recent years. An uptick in the level of new multifamily units has occurred over the past few years, but largely due in to the UClub, University Place and University Park complexes built in Morgantown, as well as some private apartment construction projects.

NON-BUILDING AND NON-RESIDENTIAL CONSTRUCTION

Although the residential construction segment has experienced a relatively mild recovery, nonbuilding activity in the state has remained weak for the past couple of years. Nonbuilding typically consists of infrastructure projects such as highways, bridges and water/sewer systems, as well as utility distribution systems. Generally, these projects are backed by federal, state and/or local capital funding sources and often have long lead times between approval and the physical construction occurring. With tax collections in West Virginia struggling to grow as the coal industry’s downturn and natural gas industry’s slump have affected both income and severance tax revenue, opportunities for state-directed construction projects have been dramatically reduced. At the same time, congressional gridlock in approving a multi-year transportation funding bill has prevented some projects from materializing, but the agreed-upon FAST Act should provide a funding stream for infrastructure projects in the state going forward.

Spending on new nonbuilding projects did improve during 2015, totaling just over $1 billion for the calendar year as a whole thanks to several highway projects and sewer/water system upgrades. Despite this improvement, however, the level of new spending on infrastructure and other non-building projects is one-half of what was allocated as recently as 2010. After surpassing $2.2 billion in 2013, spending on new nonresidential construction projects fell to less $350 million in 2015 and most of the projects that have been built in recent years are concentrated in North-Central West Virginia (particularly Monongalia County), as well as the Northern and Eastern Panhandle regions.

HOUSE PRICES

Although West Virginia experienced a downturn in house prices after
In response to the housing bubble burst, the rate of house price deflation was much smaller compared to the majority of other states in the US. Indeed, the overall peak-to-trough decline in home prices in the state was just below 7 percent, compared to an 18 percent decline for the US. Since bottoming out in the mid-2011, prices for existing single-family homes in West Virginia have rebounded by less than 10 percent compared to a 22 percent gain for the nation as a whole over that same time period.

Of course, in reflection of the local forces that drive house price movements, changes in house prices have varied quite dramatically in recent years throughout the state. After experiencing a dramatic run-up in prices during the bubble years, West Virginia counties that were part of the Hagerstown (Berkeley and Morgan counties), Winchester (Hampshire County) and Washington, DC (which includes Jefferson County) metro saw prices plunge by as much as 36 percent. The rate of price declines registered in the state’s other counties located within metro areas was significantly smaller, ranging from a 2 percent drop in Morgantown (Monongalia and Preston) to a 10 percent loss in Weirton-Stuibenville (Brooke and Hancock counties).

As house prices have started to recover across many of the nation’s metro housing markets, prices within most of West Virginia’s metropolitan portions have also rebounded to some extent. According to Federal Housing Finance Agency (FHFA) data, prices have generally risen the most over the past two years across the Northern and Eastern Panhandle regions, as well as North-Central West Virginia and portions of the Potomac Highlands. Prices have continued to slump in the Cumberland MSA (Mineral County), while the Beckley MSA (Fayette and Raleigh counties) has seen house price appreciation slow considerably as the downturn in the region’s coal industry has weighed heavily on housing demand.

SECTOR OUTLOOK

After an up-an-down performance over the past few years, the forecast calls for the construction sector to see average annual growth of 2.2 percent through the end of 2021. However, growth will not be spread evenly across the sector and much of the growth will occur in the 2017 to 2019 time frame as the energy industry will see several key projects proceed, including several pipelines and the natural gas-fired power plant near Moundsville. In addition, reconstruction in the areas affected by the June 2016 floods will also bolster construction sector activity over the next year or so, as the floods damaged or destroyed more than 5,000 homes and will also require at least $55 million in state funding to repair roads, bridges and other infrastructure.

At the same time, major commercial projects outside the energy sector will buoy the construction sector. Of course, Procter & Gamble’s new $500 million manufacturing facility in Martinsburg represents the single-largest project in the state, and will require several hundred construction workers through its completion in the latter...
half of 2017. Several major projects by WVU Medicine on and off campus as well as the construction of new academic buildings have either ended or are winding down, but several ongoing and upcoming projects to upgrade and/or build new WVU athletic facilities will continue to add tens of millions of dollars more in spending during the next two years.

In terms of residential construction activity, the forecast calls for single family housing starts in West Virginia to rise at approximately 6.5 percent per year during the outlook period, with most of the growth falling between 2017 and 2019. For the state as a whole, the baseline forecast assumes existing single-family house prices will appreciate slowly at a rate of 1 percent per year and eventually level off toward the end of the outlook period. Healthy rates of in-migration and rising per capita incomes will support housing demand and put upward pressure on prices in the state’s higher growth areas. By comparison, portions of the state where prospects for economic growth are much more limited and/or the population is expected to decline, supply and demand conditions will be such that house prices will remain stable at best.

Publicly-funded infrastructure spending in West Virginia still faces some obstacles during the outlook period. State funding will remain under pressure as the fallout from collapsing coal production and low natural gas prices force lawmakers either to find alternative funding mechanisms to support spending on infrastructure or abandon/delay some planned projects. Congressional approval and the Obama administration’s signature of the FAST Act into law in late 2015 will provide some degree of certainty going forward for some infrastructure spending in West Virginia at least through 2020. The legislation apportions more than $2.3 billion, or an average of $463 million per year, to the state for highway and other surface transportation projects.

At the same time, the national political landscape still poses some degree of uncertainty for West Virginia’s construction sector going forward. Although both presidential candidates have spoken to the need of spending more federal tax dollars on highways and other infrastructure, the realities of rapid future growth in spending on mandatory programs such as Medicare and Social Security, as a result of an aging population, will make it difficult to find the revenue needed to fund other items.

Brian Lego serves as research assistant professor at the Bureau of Business and Economic Research, a division of the West Virginia University College of Business and Economics. Lego holds a master’s degree in agricultural and resource economics from WVU, and specializes in economic forecasting and applied economic research.
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BUDGET DEFICITS DOMINATE LEGISLATIVE SESSION

The CAWV is committed to advancing the legislative priorities facing West Virginia contractors. This year’s session was dominated by the state’s budget woes and how to address deficits totaling $800 million in the current and upcoming budget year. Proposals included diverting money from infrastructure programs such as highways, schools and water and sewer. Legislators made West Virginia the 26th Right to Work state in the nation and repealed the state’s prevailing wage. The Senate passed by a vote of 25-9 S.B. 555, a bill to generate over $300 million annually in new funding for state roads and bridges. The bill died in the House of Delegates in the final hours of the 60-day session. The CAWV was successful in defeating the Buy America bill. The association opposed the bill because of its impracticality and the costs associated with such a measure. The bill also put the burden of administration — and penalties for noncompliance — on contractors.

HUB/PAC BACKS INFRASTRUCTURE INVESTMENT CANDIDATES

The HUB/PAC Board of Directors this year developed a two-question questionnaire for candidates running for the West Virginia Senate and House of Delegates. The questionnaires asked whether they support or oppose increasing and prioritizing direct infrastructure investment and whether they support or oppose new funding for highway and bridge construction and maintenance. The CAWV told candidates it believes that West Virginia’s infrastructure must remain a top priority. Public safety, education, healthcare, jobs and the economy grow from a foundation of reliable infrastructure. HUB (Highway-Utility-Building) PAC used to send questionnaires to candidates but stopped since the CAWV has multiple issues that cross many lines. Candidates may support one area of concern to CAWV
members while opposing another. Given difficulties of the past few sessions to focus on infrastructure, HUB/PAC sought to give candidates the opportunity to present their views and recommendations on infrastructure financing.

The contributions of members were put to excellent use. In all, of 76 HUB/PAC-backed candidates running on Election Day, a remarkable 87% were successfully elected to the West Virginia Legislature. Of the 59 HUB/PAC-backed House candidates, 52 won, an 88% success rate. In the Senate, 14 of the 16 candidates endorsed by HUB/PAC were successful in their races, an 87% success rate.

CAWV PARTICIPATES IN “VOTER REGISTRATION WEEK”

The construction industry and the millions of workers it employs had much at stake in this election. At a time when the industry is rebounding from the longest and deepest slump of any sector, it was especially important to elect leaders willing to work for common-sense solutions to the challenges facing the construction industry and its workforce. In order for construction voices to be heard in this ever-changing political landscape, contractors and their employees needed to be registered to vote and cast their ballots early, or on Election Day. Construction jobs can be demanding and the hours long, and it can be difficult to balance work and family commitments, but voting must be a priority.

CAWV participated with AGC of America in Employee Voter Registration Week (EVRW) in September. EVRW is a national initiative organized by the business community to encourage employee voter registration. It is believed that when the employees of AGC and CAWV member companies vote, the voices of the business community and construction industry are heard, both loudly and clearly.

JOINT COMMITTEE ACTION YIELDS RESULTS

The CAWV has a number of joint committees with state and federal contracting agencies. These committees, and their various subcommittees and task forces, work to protect and advance construction industry issues in a cooperative manner with agencies such as the West Virginia Infrastructure Council, WV Department of Environmental Protection, Water Development Authority, WV Division of Highways, School Building Authority of West Virginia and the state Purchasing Division, to name a few.

The Joint Architects Committee, comprised of our Building Division membership, for years has advocated for a dedicated buyer for state construction contracts. The CAWV believes bidding and contract administration of a $10 million construction project is a lot more complex than a $1 million contract for office cleaning supplies. The state Purchasing Division this summer announced the creation of a new construction buyer position whose sole responsibility will be working with construction contracts. The association is confident this will alleviate bidding and change order issues that arise on publicly-funded construction contracts.

In a similar issue, the West Virginia Department of Environmental Protection, as of July 1, 2016, is handling its own purchasing of construction contracts. With the passage of S.B. 474 this legislative session, WVDEP will advertise, award and administer construction contracts associated with AML, special reclamation, L-CAP and oil and gas projects. Engineering contracts and material purchases will continue to be administered by the state Purchasing Division as they always have. The CAWV and members worked with WVDEP’s AML and purchasing officials to offer them recommendations on such issues as electronic submission of bond forms, a bidders’ checklist and on a WVDEP purchasing bulletin where projects will be listed.

The CAWV Joint Committee with the West Virginia Division of Highways has undergone changes, some positive and some the CAWV has expressed concerns over. The committee, and its task forces and subcommittees, continue to be a conduit between contractors, subcontractors and suppliers with the intent of providing the best quality of construction at the lowest cost to West Virginia taxpayers.

Members continued to provide written comments on proposed WVDOH specification changes this year, although participation in WVDOH specification and technical committee disallowed by the division’s new industry interaction policy. The WVDOH will be publishing a new 2017 Standard Specifications book, the first since 2010. An electronic version of the standards should be available in the very near future. Industry interest in SiteManager continues to grow as 30 contractors and consultants have enrolled for access, which will reportedly soon make change orders and final estimates a paperless transaction.

Our task force with the School Building Authority has worked on a number of issues relating to the design and construction of schools in the state, including the incremental implementation of Building Information Modeling (BIM) on new school construction and remodeling projects. Spreading out the implementation gives architects and contractors more time to ramp up their operations to incorporate BIM procedures.

SEVERANCE TAX SUBJECT OF WVCAC STUDY

The West Virginia Crushed Aggregates Council has been reviewing the complicated method of collecting severance tax on limestone and sandstone to see if there is better methodology for both the industry and the state Tax Department. At the request of the council, the Tax Department created a 17.5% safe harbor valuation formula for calendar year 2016 for limestone producers for calculation of West Virginia severance tax. The safe harbor of 17.5% represents the percentage of costs that relate to the production of limestone or sandstone to the point of the quarry floor. A WVCAC task force is currently looking at a flat rate method that would simplify the collection and remittance of the severance tax. Depending on what method is selected, changes would require legislative approval and WVCAC and the Tax Department will look at sponsoring a bill in the 2017 legislative session.

INDUSTRY REBUILDS WEST VIRGINIA’S INFRASTRUCTURE AFTER DEVASTATING FLOODING

Many CAWV contractor and associate members went to work immediately following June’s devastating floods by volunteering their time and equipment for flood relief. A number of members are now working with state agencies and public owners to repair and replace schools, water and sewer systems, roads and bridges and other public infrastructure damaged by flood waters. The CAWV supplied the state’s emergency management agencies-hours after the rains ended-with lists of CAWV members and their equipment that could be mobilized quickly to help stranded residents and to open roads and bridges for emergency and relief agencies. Many contractor and associate members have volunteered dollars, supplies and labor to help their fellow West Virginians rebuild.

NATIONAL ASSOCIATIONS PROTECT, PROMOTE CONSTRUCTION INDUSTRY

CAWV members have two great associations working on their behalf in Washington, D.C. The Associated General Contractors (AGC) of America and the American Road and Transportation Builders Association (ARTBA) represent CAWV members and the nation’s construction industry in Congress. Both worked tirelessly for passage of last year’s
FAST Act, the first multi-year federal highway bill in over a decade. AGC is working to oppose OSHA's new silica rule that is not technically or economically feasible in that it contradicts existing safety practices. AGC estimates compliance will cost the construction industry nearly $5 billion annually and could actually compromise safety instead of improve it.

ARTBA, along with AGC, continues to oppose the U.S. EPA's new rule relating to the "Waters of the United States" (WOTUS) which would extend EPA and Corps of Engineers' regulatory jurisdiction to a number of small bodies of water, including roadside ditches and short-lived streams, or any other area where the agencies believe water may flow once every 100 years. ARTBA and AGC are concerned that many construction projects and future development projects would be negatively impacted by the rule as proposed.

AGC of America leaders, including CAWV Senior Vice President Scott Pierson and CAWV Vice President Roger Thomas, met in Washington, D.C. in September to discuss best practices and to address AGC's top legislative issues. The annual AGC National Chapter Leadership Conference featured national speakers and breakout sessions on the industry's and the association's pressing issues, including federal initiatives for infrastructure investment, multi-employer pension plan reform, membership development and regulatory issues.

**YCF INCREASES PARTICIPATION AMONG MEMBERS**

The focus of the Young Contractors Forum (YCF) is to cultivate the next generation of leaders in the construction industry as well as the association. The group hosted a number of educational and networking functions including the YCF Annual Meeting held at the 2016 EXPO, where guest speaker Mark McMillion of McMillion Leadership Associates gave an informative presentation on communication. In September the YCF volunteered to help the Kanawha State Forest Foundation rehabilitate the Spotted Salamander Trail at the forest. The trail, which was originally built in 1986, was designed to be accessible for handicap, blind and disabled visitors. The YCF, with help of many volunteer CAWV companies, was able to get the trail into better than new condition. The YCF also holds an annual “Toys for Tots” Golf Scramble and has collected hundreds of toys for the program. The YCF will continue to add programs and President Neighborgall would like to encourage all member companies to send future leaders of their organizations to YCF functions.

**NEW PROGRAMS ADDED TO ASSOCIATION BENEFIT PROGRAMS TO SAVE MEMBERS MONEY**

The CAWV is always looking for ways to save members money and increase their competitive edge. The addition of new money-saving programs from Airgas, BestBuy and Sherwin Williams adds even more ways to save money and take advantage of association membership. For a complete list of money savings programs available, including BrickStreetInsurance, Verizon, Enterprise Fleet Management, Office Depot and Staples, go to the CAWV’s website at www.cawv.org and the AGC website at www.agc.org/member_discounts.

**SCHOLARSHIP PROGRAM AWARDS OVER $20,000 IN 2016**

The CAWV’s annual scholarship program continued its mission in 2016 by contributing a record $17,500 to eight students pursuing careers in construction. This year’s top winner, Paige Thewes, a student at Marshall University, was joined by seven other recipients from Fairmont State University, West Virginia University and Bluefield State College. The top award amount was increased from $5,000 to $6,000 in 2016. The CAWV Scholarship Program also awarded $3,000 to six different West Virginia career and technical schools to help support their construction related programs.

**CAWV, AGC AND BRICKSTREET EDUCATING MEMBERS TO WORK SAFER**

The CAWV partnership with BrickStreet Insurance provides significant savings on members’ workers’ compensation insurance costs. The program provides a discount on premiums to contractor members with a three-year loss ratio of 65% or less. The program is also a great resource for safety training programs. In 2016 CAWV members had access to safety training that included a scaffolding overview, OSHA’s new silica regulations and a detailed fall protection demonstration. The seminars were co-sponsored by the CAWV Safety Committee and BrickStreet.

The CAWV Safety Committee has also revised the CAWV Safety Awards program, making it easier to participate by shortening the questionnaire. The CAWV also offers several online tools for safety education through a partnership with ClickSafety Online Training. ClickSafety has an extensive list of safety training videos and seminars, including OSHA 10 and 30 hour courses that members can purchase at a 10% discount.

**37TH ANNUAL EXPO A SUCCESS**

The 2016 West Virginia Construction and Design Exposition, held March 23 and 24 at the Charleston Civic Center, featured 297 exhibitors with 465 indoor booths, plus four outdoor exhibits; 43 honor exhibitors; 85 seminars and meetings; eleven After Hours Reception sponsors and three Business Over Breakfast (BOB) sponsors. The yearly event brought nearly 4,700 individuals to the show from 31 states and two foreign countries. This year’s EXPO featured four gubernatorial candidates who outlined their vision for the future of West Virginia. Republican nominee Bill Cole, president of the West Virginia Senate, was joined by the three Democrat contenders, Jim Justice, Booth Goodwin, and Senate Minority Leader Jeff Kessler. The 38th annual show will be held March 22 and 23, 2017.

**CAWV STAFF WORKING FOR MEMBERS**

The CAWV is pleased to welcome to the CAWV staff Rena Moles, who is serving as Staff Assistant to both the CAWV and the West Virginia Construction and Design EXPO. Her knowledge and experience of the construction industry will be beneficial to the association, as she has worked with CAWV firms Rudd Equipment Company and Walker Machinery Company for nearly 20 years. She brings attributes to the CAWV staff that will be of great benefit to members.

The CAWV bid a fond farewell to Alice George who retired in April after over 24 years of service to the CAWV. Alice served as Office Manager for the Asphalt Pavement Association of WV and the WV Construction and Design Exposition. EXPO experienced significant growth during Alice’s tenure, including expansion of the exhibitor base and exhibit areas, seminar and meeting agenda, development of the website and e-commerce, and an increase in the number of show cosponsors.

Cheryl Clark, CAWV’s Plan Room Administrator, has assumed additional responsibilities by becoming Office Manager for APAWV. She has been with the CAWV since January 2012. Cheryl is continuing in her role as Plan Room Administrator, working with Rena in the Plan Room and CAWV Bid Clearinghouse.
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Adams Trucking & Supply, Inc. (ATS), established in 1979, is a family business, owned and operated in Barboursville for 39 years. It was built and continues to flourish on a solid foundation of strong values, quality relationships, high standards and leading industry expertise. A business that began small has since grown into a full service construction supplier.

ATS was established by Paul Adams. While working at Inco Alloys International, Inc./Huntington Alloys, Huntington, Adams bought a single Mack tractor to haul coal. In 1978, he took early retirement to start his own business. The following year he opened a small stone yard in Barboursville to keep his coal truck busy. In 1983, the company added a concrete plant. In 1993, they began unloading barges from their Route 2 location.

When the stone yard opened, his daughter, Cathy Daniel, took on many roles. She was the bookkeeper, loader operator and scale person in a 10' x 8' office/scale building. Today, ATS is currently owned and operated by Daniel.

One used truck at a time, they built a fleet of tractor trailers, tandems and single axle vehicles to haul limestone, sand and coal. Today, their fleet consists of 12 mixers, 5 tri-axles, 6 tractor dump trailers, 2 single axles, flat beds, cement tankers, lowboys, a rollback and pull behind concrete pump. This allows the company to service several phases of a job. As a result of its ongoing success, ATS is able to represent and provide the very best products and service to their customers.

ATS has broadened its role in the construction supply business for the tri-state area - progressing from one coal truck, to a stone yard, to a concrete supplier, to a full service construction supplier.

ATS has completed multiple West Virginia Division of Highways projects including various night bridge deck pours, I-64 projects, rural route bridges, piling jobs and more. They have also completed U.S. Army Corps of Engineers’ projects including the Beech Fork State Park swimming pool and maintenance concrete. They have worked on many shopping centers, strip malls and subdivisions in various cities.

ATS supplies colored concrete for stamping in commercial and residential jobs. They manufacture concrete countertops for commercial and residential customers. They also specialize in flowable fill.

One major project for ATS was using 8,504 yards of flowable fill for Marshall University’s Gullickson Hall swimming pool. This was accomplished by pumping fill for four consecutive days through a door to the lower pool level. They also poured a shopping center floor in the late 1990’s in February. Four days pouring 250 plus yards per day. The challenge was the ambient temperature of upper 20’s and low 30’s with lows at night in the teens. Superplasticizer was added at the job per project specifications. The customer and the contractor were very pleased with the final results. The flatness numbers were some of the best the contractor was ever able to achieve.

Like many other CAWV members, ATS has had to deal with both positive and negative changes in the industry. The use of fly ash in concrete, development of high performance concrete mixes, advancement of more proficient equipment, new and improved construction products, consideration for roller compacted concrete, pervious concrete, advancement in decorative concrete and other new ideas in the concrete industry have been a benefit to their business.

Industry regulations and less rights to secure payment of services provided are some of the changes that ATS has had to work around, as have many other construction suppliers.

“The industry used to be the ‘good old boys/girls’. Your word and a handshake meant something. Today, not so much,” Daniel stated. “We are still old fashioned in a lot of ways. In this digital age human interaction is scarce. We continue to do things the way we used to. We try to have a smile and a handshake whenever the opportunity arises.”

ATS’s goal today is the same as the day they started. Be honest, be fair, work hard, give the customer a good prod-
uct and good service, and pray about decisions, is Daniel’s philosophy.

ATS employs between 40-45 people including office staff, equipment operators, mechanics, drivers and lot personnel.

“Our employees are wonderful. They make our business,” said Daniel. “They are loyal and work great with our customers. Relationships are a big part of why our business works.”

ATS became a member of CAWV in 1985. During their first CAWV Midyear Meeting in St. Thomas, they met contractors and suppliers that are still great friends and associates today.

“The CAWV is a great organization to mix with people in the construction network. Communication is the key to good relationships and good relationships encourage good working connections,” she said. “As a member of the CAWV, we have developed great working relationships with great people.”

“The CAWV is a voice for contractors and suppliers in helping us fight for our needs in the industry,” stated Daniel. “We need a strong voice urging lawmakers to support the industry’s best interests.

“I’m very thankful for our 39 years in business,” Daniel commented. “I’m blessed to have grown up working with my family and friends. I could not ask for a better mentor than my dad. The saying, ‘what doesn’t kill us makes us stronger’ was put to the test many times in our early years, but we have always had great respect and a lot of love for each other. How lucky I am!”

Adams Trucking & Supply Inc. specializes in stone, sand, topsoil, landscaping stone, mulch and customized concrete countertops. Pick up or delivery. They are a state certified concrete producer for commercial and residential projects. They sell a complete line of concrete accessories, wire, fiber, tie wire, rebar, color, caulking, expansion, blankets, blades, concrete and masonry tools. They also carry construction products like sonotube, culvert pipe, wire baskets, straw rolls, geotec fabric and much more. They also recycle concrete and have a pull behind concrete pump.

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One Charleston group says the opportunities for the space beneath the Interstate 64 overpass near downtown Charleston are many. After 18 months of planning, Steven Romano, the West Side program director at Charleston Main Streets, presented a set of conceptual renderings for Gallery 64, a long-term project to transform the streetscape beneath the overpass into a hub for various public uses that include rain gardens, skating rinks, public seating and a movable climbing wall. The project was inspired from the city’s Peer to Pier murals, and would include the overpass-covered space from Kanawha Boulevard to Washington Street West. Another fixture of Gallery 64 would increase lighting beneath the overpass through art installations. While a timeline for construction has yet to be arranged, the next step is making the public aware of Gallery 64. So far, about $16,000 has been spent on the planning and conceptual renderings...

- EQT Corp. will drill 43 wells in the Marcellus Shale in West Virginia in 2017 and an undisclosed number in the Utica Shale, the company recently announced. Most of the volume expected from the 2017 drilling program will be realized in 2018, at which time EQT forecasts production volume growth of 15 percent to 20 percent per year for several years. In 2017, EQT plans to drill 119 Marcellus wells with an average lateral length of 7,000 feet. All will be on multi-well pads to maximize operational efficiency and well economics. The Marcellus drilling program will focus on EQT’s core Marcellus acreage, with 43 wells in West Virginia and 76 wells in Pennsylvania...

- The Federal Energy Regulatory Commission staff recently released a favorable draft report on the environmental impact of the proposed Atlantic Coast Pipeline project, a major step toward approval of the construction that would go through national forests in West Virginia. The executive summary of the statement released by the FERC staff said construction of the pipeline — and the related Supply Header Project — would result in “some adverse and significant environmental impacts.” However, the FERC staff said these effects “would be reduced to less-than-significant levels,” if the developers follow the measures described in their plans and comply with inspection and monitoring programs to minimize disturbance. The only exception would be forest vegetation, the statement said. The staff said its conclusions are based on the implementations of these measures, which include complying with the Endangered Species Act prior to any construction and providing mitigation for impact on bodies of water and wetlands through coordination with regulatory agencies...

- The Charleston Sanitary Board is overseeing its next capital improvement project to update the city’s aging sewer lines in the Corridor G and Southridge areas. The $1.7 million project is being paid for internally by the sanitary board rather than through low-interest loans or bonds. The existing clay pipes will be replaced with plastic polyvinyl chloride (PVC) pipes. The Hickory...
Hollow project will install 6,400 feet of new pipe, ranging from 10 to 18 inches in diameter. Another 2,300 feet of specialized pipe liner will be installed in areas where the existing pipe is intact. Fifty new manhole structures will be added along the new line. Work on the new line will begin at the low point, near Corridor G, and work its way uphill...

- The Martinsburg Roundhouse could serve as an economic catalyst for Martinsburg's economic revival, said local officials during a recent joint meeting of the Martinsburg City Council and Berkeley County Council. The 13-acre property located on Liberty Street includes two other B&O railroad shop properties is periodically used for events, including the annual craft show held during Apple Harvest Festival in the fall, and a car show in September. Roundhouse Authority officials have also considered turning the center into a marketplace or a historic museum to highlight its history as a train repair facility. The Martinsburg Roundhouse was an active B&O Railroad shop from the 1840s through the mid-1980s. Last June, construction bids for the project came back too high, with the lowest bid at $898,000. A federal grant, which requires input from the State Historic Preservation Office and the West Virginia Division of Highways, is being used to fund the project...

- The Wood County Schools $41 million facilities bond is moving forward and a new Williamstown-area elementary school will be built. After a 2-3 vote rejected the purchase of the Fenton Art Glass property in Williamstown, Superintendent Mike Fling reassured the community the lack of a property might delay but would not derail construction of the school and sale of $41 million in bonds. However, Fling said a delay in selling the bonds could mean higher interest rates, and if the bonds are sold before a school site is selected, it could affect the value of those bonds because of the level of uncertainty in the project. The new Williamstown-area elementary is $17 million of the $41 million, making it a significant piece of the bond. Fling said he has been in contact with the district's engineering and architectural firms to work on a schedule for roof replacements. That schedule, however, cannot be implemented until officials have a better understanding of when the bonds will be sold...

- Bids were recently accepted for the Larry Frederick Highwall and Refuse project in Harrison County. The project consists of two mine portal closures, exposed refuse pile, residential waste and a poorly vegetated bench area. The scope of work involves regrading and soil covering the refuse pile, constructing access roads, sealing mine portal, refuse disposal, soil enhancement and providing proper drainage control and revegetating areas. Low bidder on the project was Eastern Arrow Corp., Inc. of Charleston for $266,900. Other bidders included Pineville Paving & Excavating of Pineville for $278,924 and Solid Rock Excavating, Inc. of Albright for $286,200...

- PTT Global Chemical officials cleared a hurdle on the track to
building a multi-billion-dollar ethane cracker when the Ohio Environmental Protection Agency agreed this week to let the company discharge wastewater into the Ohio River. Now, as the Thailand-based chemical giant considers whether to make its final investment in the enormous petrochemical complex that would cover several hundred acres, the firm awaits word on whether it will receive permission to discharge certain amounts of pollution into the air. Information the agency has provided shows PTT would discharge industrial process water, cooling water, sanitary wastewater and stormwater connected to industrial activity into the river. Officials with PTT and Jobs Ohio are expected to make an announcement regarding the decision by the end of March...

- An estimated $11 million is expected to be spent on multiple building projects in Buckhannon over the next two years. A building that will help spur other development is being built on a vacant lot in the downtown area. The $3 million to $4 million project is being funded with grants. It will be a 24,000 feet three story building in downtown Buckhannon. The first floor will include shopping and restaurant space, and the second floor will have space for business development opportunities. The city also hopes to begin working on a new gymnasium building for the Stockert Youth Center, because the current one is too small for its needs. There will also be continued work on the Traders Alley project, which will help with the path for both people and vehicles to get from Main Street to Jawbone Park. The city recently added around 400 feet of sidewalk and will continue to work on paving, installing art and landscaping...

- Putnam County’s Valley Park improvement project will move forward as commissioners accepted a bid from Wolf Creek Contracting Company, based in Waterford, Ohio. The nearly $4.5 million project will allow construction of a new entrance sign and lane for the park, new playgrounds, a new convention center, baseball and soccer fields and multiple other park improvements. The improvements will allow multiple events to be held in the county, including large sporting competitions, concerts and weddings. Commissioners also voted to construct a new maintenance building and perform demolition work at the park as part of a separate project, which will cost just under $360,000...

- Shamblin Stone, Inc.’s towboat “Charlie West” was seen shoving their new E-Crane and hopper barge heading from their Marmet yard to the Dunbar yard in front of the CAVV Headquarters on the Kanawha River in Charleston. This is one of the two units that Shamblin operates for unloading material from river barges to their distribution yards throughout the Kanawha Valley. All of Shamblin’s limestone comes from quarries in southern Indiana by river barge up the Ohio and Kanawha rivers. The sands and gravels they sell come from locations in Ohio and Kentucky along the Ohio River. Line boats bring loaded barges from the quarries in Indiana to Point Pleasant, then CAVV member Amherst Madison, Inc. brings loaded barges up the Kanawha River and drops them off at the appropriate Shamblin yards. Most of the time, after cleaned, coal is reloaded on these barges after stone is unloaded and delivered to power plants down river...

- Tax credits were a hot topic in Fairmont as city and development officials from around the region gathered for a forum on the state’s historic rehabilitation tax credits. The forum was one of five to be held by Revitalize West Virginia Downtowns, with the major goal of raising awareness of the historic rehabilitation tax credit and a push to increase West Virginia’s from 10 percent to 25 percent. The forum consisted of architects and other development professionals from the area, who spoke about the advan-
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The Italian company Pietro Fiorentini has exercised its option to purchase a 26.4-acre parcel in Weirton’s Three Springs Business Park, ending a near four-year wait. Fiorentini manufactures pressure regulators and valves as well as pressure reducing and metering systems for the natural gas industry. It had been operating out of a rental space in Wheeling since 2013, when the West Virginia Economic Development Authority agreed to sell the acreage to Fiorentini. Although the company has a sales office and a distributorship in the United States, the Weirton site will be Fiorentini’s first manufacturing plant in the U.S. Fiorentini, headquartered in Italy, plans to begin construction of its new plant this year. It will provide jobs for 41 people initially, about half of them new hires. When the Weirton plant is fully operational, Ford said Fiorentini will employ as many as 150 people at its Weirton site. He said the project represents about a $9 million capital investment by the company...

A $1.5 million water line project will soon be underway in Welch. A grant for the work from the Appalachian Regional Commission (ARC) was approved in October and Rep. Evan Jenkins recently announced the money is available. The town has been working for two years to try to get the money to repair the water lines, which have caused many problems. The grant will be used to replace 10,400 linear feet of water line on McDowell Street and Riverside Drive. The 100-year old lines have outlived their service and frequently break, costing Welch $108,000 in repairs, $110,000 in property claims and wasting nearly 2.5 million gallons of water since...
A group of Preston High School parents decided the Knights Football Stadium needed an upgrade, and they received permission from the Preston County Board of Education to do just that. They formed the Knights Stadium Renovations Committee which has raised $100,000. Plans for the stadium include replacing the bleachers, constructing a two-story press box, building an extension onto the weight room and a new staircase for our Knights football team to the field. They want to put in aluminum bleachers and bring the total seating, eventually, to 4,000 that would be enough to host playoffs at the field. The stadium currently seats 2,600 to 2,700 people. New bleachers will cost around $900,000. The stadium was built 26 years ago and was supposed to be temporary...

- Work is underway to replace the existing concrete bridge deck and steel superstructure of the 5th Street overpass bridges, where W.Va. Route 152 passes over Interstate 64 in Huntington. Officials with West Virginia’s Division of Highways said Paul’s Concrete of Barboursville is performing work in the median in order to alter traffic through the work zone along W.Va. 152 and installing a temporary entrance ramp for eastbound I-64 traffic. In April, demolition and reconstruction of the bridge structures is expected to begin. Paul’s Concrete was awarded the contract for $6,171,609. The project completion date is set for May 25, 2018...

- Supporters of the long-stalled King Coal Highway project traveled to Washington recently to seek congressional support for the future Interstate 73/74/75 corridor in southern West Virginia. The local delegation met with U.S. Rep. Evan Jenkins, R-WV, along with representatives of U.S. Sen. Joe Manchin, D-WV, and members of the National I-73/74/75 Corridor Association. Rep. Jenkins, who is urging West Virginia Gov. Jim Justice and new West Virginia Transportation Secretary Tom Smith to prioritize the development of the King Coal Highway, told the local delegation members that now was the time to move on the future four-lane corridor.
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past president and director of the Contractors Association of West Virginia. Snyder serves on the City National Bank Advisory Board and has been a member of the Farmers and Mechanics Insurance Board of Directors since 1994.

Suttle & Stalnaker announces merger with Bruce Lawson, PLLC

CHARLESTON, WEST VIRGINIA – Effective February 1st, Suttle & Stalnaker merged with Charleston based CPA firm Bruce Lawson PLLC. The merger expands Suttle & Stalnaker’s footprint in West Virginia, positioning the firm to better meet the needs of their clients in this area of high growth and opportunity. The merger is part of Suttle & Stalnaker’s strategic plan to strengthen its practice in West Virginia and expand its tax and accounting services. Bruce Lawson, CPA, David Sampson, CPA and the rest of their team will join the firm. Suttle & Stalnaker, PLLC is an accounting and business consultation firm located in Charleston, Parkersburg, and now Morgantown.

Brown Edwards names new managing partner

ROANOKE, VIRGINIA - Brown Edwards announces Jason A. Hartman as its next Managing Partner as Don Pellillo steps down after 16 years in this role. Pellillo, who will remain a partner, has been with Brown Edwards for nearly 40 years. He will continue to provide tax and management advisory services to a variety of clients throughout the firm. Upon joining Brown Edwards in 1986, Hartman developed the firm’s Local Government Practice and Local Government Team. He was instrumental in the firm joining the BDO Alliance USA, giving Brown Edwards and its clients access to the resources of BDO USA, LLP and the global BDO network, the 5th largest accounting and consulting network in the world.

Thrasher named new Commerce Secretary

CHARLESTON, WEST VIRGINIA - H. Wood Thrasher, president of The Thrasher Group, an engineering and architecture firm headquartered in Bridgeport, was named new Commerce Secretary by Governor Jim Justice. Thrasher, whose company has offices in West Virginia, Ohio, Maryland and Virginia, said, “I’m really excited to have the opportunity to work with Governor-elect Justice. I’m humbled by the fact that he offered me the position. I immediately accepted it. I think the administration is taking jobs seriously in West Virginia and to really be part of it is a privilege for me. It ties into what my passions are to improve jobs in West Virginia,” said Thrasher. The Commerce Department oversees the Division of Labor, Natural Resources, Energy, Forestry, Tourism, Development Office, Geological and Economic Survey, Workforce West Virginia, Office of Economic Opportunity and Office of Miners’ Health, Safety and Training.
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CAWV SCHEDULE OF EVENTS 2017

The CAWV looks forward to a productive and enjoyable 2017. The association offers many opportunities for members to mix education with networking opportunities. See below for a look at some of the events planned for 2017.

March 22
CAWV State Meeting at EXPO
Charleston Civic Center, Charleston

March 22-23
West Virginia Construction Design EXPO
Charleston Civic Center, Charleston

May 18
CAWV Congressional Fly-In
Washington D.C.

June 2
CAWV Scholarship Golf Outing
Berry Hills Country Club, Charleston

July 13-16
CAWV Annual Meeting
The Greenbrier, White Sulphur Springs

Sept. 17-20
ARTBA National Convention
Omni Amelia Island Hotel, Fernandina Beach, FL

Sept. 21-24
APAWV Annual Fall Meeting
Canaan Valley Resort, Davis

October 20
YCF Toys for Tots Golf Outing
Little Creek Country Club, Charleston
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