

w e s t v i r g i n i a  
**ConstructionNEWS**

November/December 2021

**WEST VIRGINIA INFRASTRUCTURE  
TO RECEIVE \$6 BILLION**



**AIRPORTS**  
\$40 MILLION



**AML RECLAMATION**  
\$700 MILLION



**BROADBAND ACCESS**  
\$600 MILLION



**ROADS & BRIDGES**  
\$3.7 BILLION



**WATER / SEWER**  
\$475 MILLION

**CONSTRUCTION FORECAST 2022**

**HISTORIC INFRASTRUCTURE BILL  
WILL BUILD A BETTER WEST VIRGINIA**



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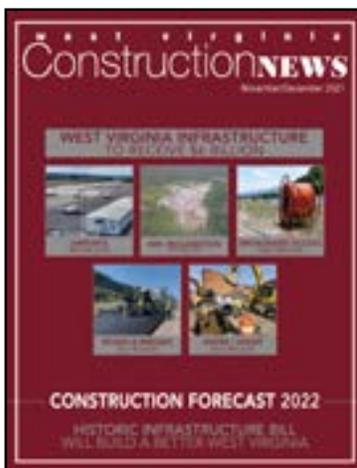
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### On the cover

This year's survey of state and federal contracting agencies on their 2022 construction programs was conducted before the passage of the Infrastructure Investment and Jobs Act (IIJA). The \$1.2 trillion bill is the biggest U.S. infrastructure package in decades and provides over \$6 billion in funding for West Virginia's roads, bridges, water and sewer facilities, abandoned mine land projects, airports, broadband expansion and other infrastructure projects. This issue details existing construction programs and explores how IIJA funding will create jobs and enhance the quality of life for all West Virginians. Coverage starts on 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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# 2022 CONSTRUCTION FORECAST



To learn what contractors, suppliers, architects and engineers can expect to design and build in the public sector, *West Virginia Construction News* for years has surveyed state and federal contracting agencies to have them forecast their upcoming construction programs. This year is no different. What is different is the Infrastructure Investment and Jobs Act (IIJA) which passed the U.S. Senate in August and the House of Representatives in November. President Joe Biden signed the legislation on November 15, 2021.

The \$1.2 trillion bill is the biggest U.S. infrastructure package in decades and provides over \$6 billion in funding for West Virginia's roads, bridges, water and sewer treatment facilities, abandoned mine land (AML) projects, airports and other infrastructure improvement projects. The bill also provides a five-year reauthorization of the federal-aid highway bill and the U.S. Environmental Protection Agency's Clean Water and Safe Drinking Water State Revolving Funds, all three of which are now funded at higher levels. The bill is also a first-of-its-kind comprehensive investment in broadband deployment, equity, and affordability, which is essential to attracting new jobs and visitors to West Virginia.

The forecasts presented in this year's Construction Forecast edition, for the

most part, were prepared prior to the passage of IIJA so they do not include the additional federal funding West Virginia will receive from the bill (see page 31 for details). Much of the new funding will be allocated to existing programs such as the Federal Highway Administration and the U.S. EPA's Clean Water and Safe Drinking Water State Revolving Fund programs. Other programs will have to develop rules before states will be allocated funds. In either case, it appears that it will be later in 2022 before IIJA-funded construction projects will be ready for design and bid.

As CAWV President Nate Orders states in the article on page 30 titled, What the Federal Infrastructure Bill Means for West Virginia, "Federal agencies will have to oversee the surge in funding, including administering new grants and designing new programs. The Contractors Association of West Virginia looks forward to working with state and local agencies—from our transportation department to water and sewer utilities—who will have to identify and execute the needed projects. And this federal, state, and local coordination all comes amid continued challenges overseeing other expanded funding from the American Rescue Plan provided to West Virginia earlier this year."

A synopsis of this year's Construction Forecast follows:

## **JIMMY WRISTON SECRETARY WEST VIRGINIA DEPARTMENT OF TRANSPORTATION**

The West Virginia Department of Transportation includes Division of Highways, Aeronautics Commission, Division of Motor Vehicles, Parkways Authority, Public Port Authority, Division of Public Transit and the State Rail Authority. In the past year, WVDOT has covered ground in moving toward the one DOT concept, where agencies work together among themselves, as well as with other state of West Virginia agencies. This has helped the agency release efficiencies and increase the spirit of teamwork and transparency modeled after Governor Jim Justice's concept of "pulling the rope in the same direction." A more complete description of each agency follows.

### **Division of Highways**

The Division of Highways' planned construction program for the past four years has been a combination of what has been traditionally considered the regular construction program, as well as the construction program planned and funded through Governor Jim Justice's Roads to Prosperity Program. Additionally, for State Fiscal Year 2021, the West Virginia Legislature, at the request of Governor Justice, provided

\$150 million dollars from the General Fund for projects primarily on our secondary roads. For 2022, although there are a few of the larger corridor expansion projects planned, most of the planned construction program will consist of the regular state-funded and federal-aid regular construction program.

For 2022, the regular construction program is estimated at \$1.005 billion, but that figure will be greatly influenced by the availability at both the state and federal levels. The division is currently evaluating the timing and the various programs included in the IJA (Infrastructure Investment and Jobs Act), recently passed by congress and signed into law by President Biden. The timing of fund availability from this significant highway funding bill will greatly influence the size of the 2022 regular program. A tentative breakdown of the \$1.005 billion dollars by major program area is included below and shown in the accompanying charts.

The first major program area is the Paving Program that is estimated at a minimum of \$211 million, which includes an estimated \$32.8 million state-funded program (Contact Paving and State Force Pavers) and a federal-aid program consisting of \$55.9 million on the Interstate System, \$58.1 million on the Appalachian Development Highway System, and \$64.2 million on the Other Federal-Aid eligible system.

The second of the program categories is the \$254.9 million Bridge Program that includes a bundle of interstate bridges on I-79 between Fairmont and Morgantown. Other notable projects include the Colonel Justice Chambers Bridge in Cabell/Wayne County and the Clifford Family Memorial Bridge in Greenbrier County.

The third major program category is the currently planned \$74.4 million Traffic and Safety Program comprised of signing and lighting renovation, striping, and safety projects throughout the state. This program may be larger than indicated in the charts due to provisions in the IJA which appear

to provide additional funding opportunities for these important safety projects.

The remaining category is the Other Roadway, in the amount of \$465 million. This will be a much larger category than normally due to the emphasis on local development in the IJA. This category includes major projects such as the Beckley Z-way (S. Eisenhower to Beaver) in Raleigh County and Culloden Interchange in Putnam County.

### Aeronautics Commission

The West Virginia Aeronautics Commission administers a grant matching program to encourage and support needed capital improvements to the state's public airports. Airports meeting the criteria for Federal Aviation Administration (FAA) Airport Improvement Program funds also qualify for funding from the state program. The grant program is supported by the state tax on aircraft fuel and general revenue funds. Airport projects planned for 2021-2022 or that are underway at the West Virginia airports are in the table attached.

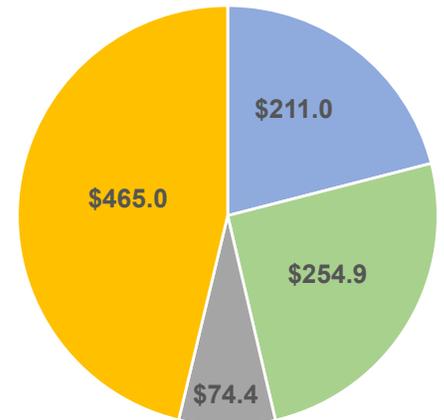
### Parkways Authority

The West Virginia Parkways Authority will continue their major highway and bridge rehabilitation schedule during the 2022 construction season. In 2022, the Parkways Authority will have projects that include full painting of the Yeager Southbound and Northbound Bridges. In addition, the WV Parkways Authority will bid mill and inlay contracts for high priority areas along the entire length of the West Virginia Turnpike. With regard to bridge deck replacement projects, three contracts will be let for replacements at Mileposts 16.93 Southbound, 29.80 Southbound and 51.43 Northbound.

Other work to be performed is described as follows: bridge painting; bridge deck overlays/sealing; bridge/facilities retrofit; guardrail replacement; culvert repair/replacement; sign replacement/overlays; pavement striping and markings; full depth concrete repairs/under-sealing; roadway

## WV DEPT. OF HIGHWAYS REGULAR PROGRAM 2022

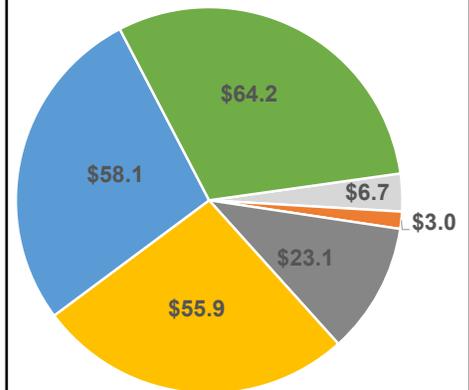
**\$1,005,251,024**



- Resurfacing
- Bridge
- Traffic and Safety
- Other Roadway

## REGULAR RESURFACING PROGRAM 2022

**\$211,049,179**



- WVDOT Paving
- Surface Treatment
- Contract Paving
- Federal-Aid Interstate
- Federal-Aid ADHS
- Federal-Aid Other

## BOND PROGRAM 2022

**\$513,220,665**

**TOTAL 2022 PROGRAM  
\$1,518,471,689**

WVDOT - AERONAUTICS COMMISSION 2022		
Airport	Project Description	Total Project Funding
Greenbrier Valley Airport	Rehab Apron	\$5,178,633
	Drainage Study	\$150,000
	Reconstruct Taxiway Lighting	\$1,935,000
Tri State Airport	Reconstruct Taxiway and Reconstruct Taxiway Lighting	\$13,043,893
	Improve Runway Safety Area - Pond Area Phase 1 (Design)	\$519,987
Braxton County Airport	Construct 8-Unit T-Hangar Phase II - Construction	\$1,058,146
Yeager Airport	Energy Efficiency Phase II	\$3,881,583
	Reconstruct Taxiway Lighting, Rehab Terminal Bldg (Roof), Rehab RW-23 Access Phase 2 (Construction)	\$3,408,351
	Runway 5 Safety Area Rebuild Phase II	\$8,397,059
	Rehab Runway 5/23 - Ph III (Construction) & Rehab Runway 5/23 - Ph IV (Construction Docs/Bidding); Powerline Relocations	\$5,870,956
Mid-Ohio Valley Regional Airport	LED Lighting Upgrade RW 3-21	\$1,792,080
<b>TOTAL</b>		<b>\$45,235,688</b>

lighting; slope reconditioning; bridge shotcrete repairs; facilities repairs; and drainage pipe rehabilitation.

During the 2022 construction season, the Parkways Authority intends to award more than \$42.6 million in contracts for major highway, bridge rehabilitation projects, facilities construction and upgrade projects.

### State Rail Authority

The State Rail Authority planned construction projects for Fiscal Year 2022

total approximately \$4 million and include work on the South Branch Valley Railroad, West Virginia Central Railroad and Cass Railroad.

The South Branch Valley Railroad projects include repairs to numerous bridges, partial replacement of one bridge and replacement of 5,000 ties. The West Virginia Central projects include bridge repairs, tie replacement and tunnel repair. The Cass Railroad projects include constructing a bridge on the out-of-service section between Cass and Durbin, and tie replacement.

### Division of Public Transit

The division, in concert with the Division of Purchasing, is in the process of accepting Expressions of Intent for architectural and engineering services to design an expansion of the Mountain Transit Authority (Fayette, Greenbrier, Nicholas, Pocahontas and Webster counties) headquarters in Summersville.

The division, again, in concert with the Division of Purchasing, is in the process of advertising a Request for Quotations for a study that will examine the projected transit needs and economic/population growth for the Potomac Valley Transit Authority (PVTA) (Grant, Hampshire, Hardy, Mineral and Pendleton counties). This study will be utilized to determine the scope of an expansion to the PVTA's headquarters at Petersburg. It is anticipated that this study will lead to a solicitation for expressions of interest for architectural and engineering services to provide the design, environmental documents and construction supervision for the proposed headquarters expansion.

The division has also partnered with the Ohio Valley Eastern Ohio Regional Transportation Authority (OVERTA) to provide partial funding for a large-scale renovation of their headquarters in Wheeling. OVERTA is working to solicit expressions of interest for architectural and engineering services. The division's present construction project of a transit transfer station for



Kokosing Construction Company excavates the first roadway cut East of where the current U.S. Route 48 four-lane highway ends. This is one of two Corridor H projects that Kokosing Construction is currently building stretching over 12 miles from Kerens to Parsons. The second project is a \$176 million endeavor. Both projects have substantial roadway excavation and eight major structures with the largest one being 1,200 feet long and 220 feet high.

Bluefield Area Transit at Bluefield is over 60% complete. Construction is anticipated to be completed by the turn of the year.

**HAROLD WARD  
SECRETARY  
WEST VIRGINIA DEPARTMENT OF  
ENVIRONMENTAL PROTECTION**

The West Virginia Department of Environmental Protection administers many programs designed to promote a healthy environment. Air, land, water and waste pollution and control all fall under the department's jurisdiction. Work performed by contractors for the WVDEP improves communities and human health through mining reclamation and increasing the availability and cleanliness of water.

Projects are funded through various state and federal sources, such as the Clean Water State Revolving Fund program, Abandoned Mine Lands and Reclamation program, forfeited bond collections and a portion of the tax placed on coal. Continued funding for these programs is critical and the

<b>WVDEP AML Waterline Projects 2022</b>	
<b>Project Name</b>	<b>Estimated Cost</b>
Standard/Paint Creek/Collinsdale (KCRDA)	\$5,200,000
Dennison Run & McAvoy Run (Cowen PSD)	\$800,000
Snow Hill Extension (Wilderness PSD)	\$200,000
<b>TOTAL</b>	<b>\$6,200,000</b>

WVDEP works diligently to ensure as many projects as possible are funded and implemented.

**Abandoned Mine Lands Program**

The Office of Abandoned Mine Lands and Reclamation (AML) was created in 1981 to manage the reclamation of lands and waters affected by mining prior to passage of the Surface Mining Control and Reclamation Act (SMCRA) in 1977. The AML program is funded by a fee placed on coal, currently set at 28 cents per ton for surface-mined coal, and 12 cents per ton for coal mined underground.

The mission of the program is to protect public health, safety and property

from past coal mining and enhance the environment through reclamation and restoration of land and water resources. Anticipated funding levels for 2022 are approximately \$20.3 million. This money will be used for reclamation, emergency abatement, water treatment and waterline extension projects.

The table on page 10 includes a list of projects scheduled for 2022 construction.

AML anticipates committing all its available 2022 funds, which are disbursed to states through the U.S. Office of Surface Mining Reclamation and Enforcement, to AML-eligible projects. Projects will be put out to bid as they are developed.

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<b>WVDEP AML Regular (Non-Water) Reclamation 2022</b>	
<b>Project</b>	<b>Estimated Cost</b>
Fickey Run Oxidation Bed	\$400,000
Richard Mine Drainage Treatment	\$5,655,000
Bridgeport Hill Portal	\$102,000
Clarksburg (Hill) Landslide	\$303,000
Isaac Creek (CR 16-1) Dangerous Slide	\$887,000
Saris (Saas) Landslide	\$381,000
White Hall (Mullins) Mine Fire Phase II	\$1,364,000
Whetsell (Trowbridge Rd) Dangerous Slide	\$308,000
Pell Road Doser Upgrade	\$1,100,000
Clear Fork Refuse Pile	\$579,400
Montecarlo Complex	\$120,600
Belle (Snead) Drainage	\$114,000
Evans Church (Bragg) Portal	\$99,100
Belcher Hollow Auger Holes	\$350,000
Ethel Hollow Phase IIB	\$700,000
Buffalo Trail Portals	\$160,000
Tralee Mine Dump & Drainage	\$250,000
Curtis Mine Openings	\$276,900
Cabot Portals	\$268,600
Accoville (Compton) Portals & Structures	\$350,000
Crozier (GP) Portals	\$200,000
Staten Run Drainage & Refuse	\$200,000
<b>TOTAL</b>	<b>\$14,168,600</b>

<b>WVDEP Office of Special Reclamation 2022</b>	
<b>Project Name</b>	<b>Est. Cost</b>
Royal Coal Co.	\$1,111,853
Carson One Mining, LLC	\$392,050
Daugherty Coal Company, Inc.	\$3,000,000
Meridan of Virginia, Inc.	\$60,000
Buffalo Coal Company, Inc.	\$15,400
Inter-State Lumber Company, Inc.	\$900,000
Williams Construction	\$325,780
J.C.B. Mining, Inc.	\$30,000
Omega Mining	\$300,000
Energy Marketing Co. Inc.	\$848,500
<b>TOTAL</b>	<b>\$6,983,583</b>

#### **Office of Special Reclamation**

The Office of Special Reclamation reclaims land and treats water on all bond-forfeited coal mining permits in West Virginia to protect public health,

safety and property. Bond-forfeited coal mine permits in West Virginia may be comprised of any combination of mining activity, including dangerous highwalls, unsealed underground portals, shafts, boreholes, leaking

impoundments, ponds, refuse piles, abandoned prep plants and other infrastructure, debris, extensive areas of no vegetation, and acid mine drainage. The OSR eliminates these hazards.

Funding for the program comes from bond forfeitures, civil penalties and the Special Reclamation Tax on mined coal. The tables shown on the left list OSR projects scheduled for competitive bidding in 2022.

#### **Clean Water State Revolving Fund**

The Clean Water State Revolving Fund (CWSRF) provides funding to municipal wastewater systems to ensure West Virginia communities will have a safe and healthy environment.

The CWSRF program receives federal funding each year from the U.S. Environmental Protection Agency and a 20 percent state match is provided by the West Virginia Infrastructure and Jobs Development Council. Additional money is made available each year through repayments of previous loans and investment earnings. With the passage of the Infrastructure Investment and Jobs Act, even more funding will become available for wastewater treatment projects.

Since the program began in 1991, more than \$1.3 billion has been loaned to 380 community projects for new or improved wastewater treatment facilities. While much has been accomplished in the past, many more needs still must be addressed in the future.

The 2022 bidding and construction forecast for sewer projects expected to be funded, in part, by the CWSRF program can be found on the chart included with this article. The estimated total project cost for these sewer projects is \$125.9 million. The projects listed are projected to proceed to construction depending on the availability of funding and the ability of the owner to move the projects forward.

#### **Office of Oil and Gas (OOG)**

The Office of Oil and Gas (OOG) maintains records on over 60,000 ac-

**WVDEP CWSRF - Bidding Forecast for 2022 - Sewer Projects**

Project Name	County	Description	Bidding Status	Project Cost
McDowell Co. PSD - laeger	McDowell	New Collection and Treatment System	Dec-21	\$ 6,400,000
Monongah	Marion	I/I Rehab and Replacement	Dec-21	\$ 3,100,000
Huttonsville PSD	Randolph	WWTP Upgrade & System Improvements	Dec-21	\$ 3,100,000
Southern Jackson PSD	Jackson	WWTP Upgrade & System Improvements	Mar-22	\$ 9,700,000
Pea Ridge PSD	Cabell	WWTP Upgrade & System Improvements	Mar-22	\$ 30,000,000
Auburn	Ritchie	New Decentralized System	Mar-22	\$ 2,700,000
Ripley	Jackson	New WWTP, Lagoon decommission, extension	Mar-22	\$ 25,000,000
Fort Gay	Wayne	WWTP Upgrade & System Improvements	Mar-22	\$ 4,500,000
Nutter Fort	Harrison	Repair and Replacement Project	Mar-22	\$ 1,200,000
Richwood	Nicholas	WWTP Upgrade & System Improvements	Jun-22	\$ 7,450,000
Follansbee	Brooke	CSO Correction	Jun-22	\$ 8,400,000
Canaan Valley PSD	Tucker	Extension Project	Jun-22	\$ 2,300,000
Claywood Park PSD	Wirt	Repair and Replacement Project	Jun-22	\$ 5,300,000
Bradshaw	McDowell	WWTP Upgrade & System Improvements	Jun-22	\$ 6,000,000
Benwood	Marshall	CSO Correction	Oct-22	\$ 1,700,000
Mingo Co PSD	Mingo	Extension Project	Dec-22	\$ 3,300,000
Clay	Clay	WWTP Upgrade & System Improvements	Dec-22	\$ 5,800,000
<b>TOTAL</b>				<b>\$ 125,950,000</b>

tive and 15,000 inactive oil and natural gas wells in West Virginia and ensures that surface and groundwater is protected from oil and gas activities. OOG also manages the Abandoned Well Plugging and Reclamation Program (ABWP), whose principal objective is to remediate, reclaim, and/or plug abandoned oil and natural gas wells and sites for which no responsible party can be determined. The ABWP identifies, locates, prioritizes, and remediates through plugging or reclamation abandoned wells which could impact public health, the environment, or development of mineral resources.

The ABWP is primarily funded through surcharges on oil and gas well work permits and permit modification fees, and through a portion of severance taxes collected from the sale of natural gas and/or oil from certain active wells.

For 2022, OOG plans to expend approximately \$2 million from its reclamation and plugging funds. It is anticipated that more than 20 abandoned oil and/or natural gas wells statewide will be plugged and reclaimed with these available funds. Projects will be put out to bid as completed.

**STEPHANIE D. HICKERSON, P.E.  
MANAGER  
WEST VIRGINIA DRINKING WATER  
TREATMENT REVOLVING FUND  
WEST VIRGINIA DEPARTMENT OF  
HEALTH AND HUMAN RESOURCES  
BUREAU FOR PUBLIC HEALTH**

The West Virginia Drinking Water Treatment Revolving Fund (DWTRF) program provides below market rate loans to public water systems for capital projects to ensure the public has drinking water that meets the requirements of the Safe Drinking Water Act. The DWTRF program receives funding for the construction of drinking water projects from the U.S. Environmental Protection Agency (EPA) and a 20% grant match from the West Virginia Infrastructure and Jobs Development

Council (IJDC). These funds, combined with loan repayments and interest, become the construction fund which is used to provide below market low interest rate loans and principal forgiveness grants to drinking water systems. Loan rates and principal forgiveness are dependent on user rates compared to the medium household income of the water system customers.

Since the start of the program and through the end of state fiscal year (SFY) 2021, the DWTRF program has accumulated \$309 million from the EPA, IJDC state match, and repayments including earned interest to be used for drinking water construction loans.

In SFY2021, the DWTRF program

<b>WV Drinking Water Treatment Revolving Fund</b>			
Project	County	Tentative Bid Date	Total Project Cost
Richwood Water Intake Replacement	Nicholas	Apr	\$2,000,000
Lashmeet PSD - Mary Branch Ext.	Mercer	May	\$2,853,000
Lincoln Co. PSD	Lincoln	May	\$1,000,000
New Haven PSD (Contract 18)	Fayette	May	\$4,620,265
New Haven PSD (Contract 19)	Fayette	May	\$7,048,013
Hichwood-Hinkle Mountain Project	Nicholas	June	\$9,091,081
Town of Worthington	Marion	June	\$3,366,390
Town of Franklin	Pendleton	July	\$3,472,318
Chestnut Ridge PSD	Barbour	Aug	\$5,300,000
Hammond PSD	Brooke	Oct	\$6,149,000
<b>TOTAL</b>			<b>\$44,900,067</b>

closed \$25.6 million in eighteen loans for ten projects. Through the end of SFY2021, the DWTRF program has cumulatively closed loans on projects totaling \$277 million. An EPA grant in the amount of \$11 million (including the state match) was received in August 2021 for new construction projects. It is anticipated additional funding will be available in the summer of calendar year 2022 for construction projects advertising contract bids in 2022-23.

The West Virginia Department of Health and Human Resources anticipates ten DWTRF partially or fully funded water projects totaling approximately \$45 million will advertise bids in calendar year 2022. The projects include the City of Richwood project to replace their water intake structure; Lashmeet PSD project to extend water service to 42 customers in the community of Mary Branch;

Lincoln County PSD project to replace the Alum Creek storage tank; New Haven PSD (Contract 18) water line extension along Sunday, Confluence, and Elliot Cutoff Roads; New Haven PSD (Contract 19) water line extension along Ramsey/Hawver, Cane Branch, South Miller Ridge/Arrowwood/Dotson Ridge/Dodson Ridge, and Whispering Pine Roads; City of Richwood project to make system improvements and water line extension to Hinkle Mountain; Town of Worthington distribution system upgrade and interconnection project; Town of Franklin distribution system and plant upgrade project; Hammond PSD water system improvement project; and the Chestnut Ridge PSD project to upgrade portions of its distribution system and replace and refurbish water storage tanks. The total project costs and tentative bid dates for these projects are listed in the attached table.

**MARIE PREZIOSO  
EXECUTIVE DIRECTOR  
WEST VIRGINIA WATER DEVELOPMENT AUTHORITY**

The West Virginia Water Development Authority, for the Fiscal Year ending June 30, 2021, closed 52 loans and 57 grants for a total of \$121,198,434 in water, sewer, and economic development projects through funding from the authority, Infrastructure & Jobs Development Council, and the State Revolving Fund programs. Many of these projects also received additional funding from other federal and state programs. For the first quarter of Fiscal Year 2022, the authority closed on about the same number of projects as the same quarter last year, approximately 27.

The Critical Needs and Failing Sys-

**WEST VIRGINIA INFRASTRUCTURE AND JOBS DEVELOPMENT COUNCIL  
CURRENT WATER & SEWER BINDING COMMITMENTS**

	PROJECT	IJDC #	LOAN	GRANT	PFA GRANT	IJDC TOTAL	PROJECT COSTS
1	Beverly, Town of	2020S-1897	\$310,400	\$500,000		\$810,400	\$4,052,000
2	Birch River PSD	2018W-1770		\$800,000		\$800,000	\$800,000
3	Bluewell PSD	2016W-1629		\$500,000		\$500,000	\$3,463,000
4	Branchland Midkiff PSD	2018W-1734	\$360,000	\$ -	\$ -	\$360,000	\$900,000
5	Brooke County PSD	2021S-1945	\$5,450,000	\$500,000		\$5,950,000	\$5,950,000
6	Buffalo Creek PSD	2018S-1752	\$1,000,000	\$ -	\$ -	\$1,000,000	\$3,200,000
7	Buffalo, Town of	2020S-1901		\$332,788		\$332,788	\$332,788
8	Crum PSD	2021W-2025			\$12,500	\$12,500	\$12,500
9	Davis, Town of	2021S-2022			\$90,000	\$90,000	\$180,000
10	Enlarged Hepzibah PSD	2019W-1819	\$1,893,000			\$1,893,000	\$1,893,000
11	Fort Gay, Town of	2017S-1723			\$100,000	\$100,000	\$3,400,000
12	Franklin, Town of	2019W-1845	\$200,000			\$200,000	\$3,472,318
13	Grandview Doolin PSD	2021W-1950	\$163,500	\$413,500		\$577,000	\$827,000
14	Huttonsville PSD	2019S-1788		\$1,000,000		\$1,000,000	\$4,000,000
15	Kanawha PSD	2016S-1625	\$4,900,000	\$875,000		\$5,775,000	\$10,200,000
16	Kenova, City of	2015W-1599	\$1,450,122			\$1,450,122	\$6,134,122
17	Lashmeet PSD	2018W-1728	\$304,618	\$1,000,000		\$1,304,618	\$2,853,366
18	McDowell County PSD	2016S-1631		\$900,000		\$900,000	\$7,900,000
19	McDowell County PSD	2021W-1961		\$856,500		\$856,500	\$7,513,000
20	Monongah, Town of	2018S-1780		\$475,000		\$475,000	\$4,125,000
21	Monongah, Town of	2021S-2019		\$797,000		\$797,000	\$797,000
22	Paw Paw, Town of	2021S-1948	\$151,130			\$151,130	\$3,769,600
23	Paw Paw, Town of	2021W-1962	\$200,000			\$200,000	\$200,000
24	Pea Ridge PSD	2017S-1674		\$500,000		\$500,000	\$36,500
25	Philippi, City of	2019W-1855	\$4,000,000	\$1,000,000		\$5,000,000	\$14,600,000
26	Richwood, City of	2014W-1529		\$975,000		\$975,000	\$9,091,082
27	Richwood, City of	2021W-2011			\$25,000	\$25,000	\$50,000
28	Richwood, City of	2021W-1959		\$299,271		\$299,271	\$2,001,250
29	Rivesville, Town of	2019W-1803	\$775,000	\$222,994		\$997,994	\$997,994
30	Romney, City of	2020W-1881	\$200,000			\$200,000	\$2,569,000
31	Southern Jackson County PSD	2018S-1767		\$1,000,000		\$1,000,000	\$15,734,250
32	Tri-County Water Association	2021W-1958		\$785,000		\$785,000	\$785,000
33	Wardensville, Town of	2020W-1879	\$157,000	\$46,739		\$203,739	\$3,124,477
34	Wardensville, Town of	2020S-1873	\$139,500			\$139,500	\$1,722,000
35	West Union, Town of	2021S-1971		\$587,750		\$587,750	\$587,750
36	Worthington, Town of	2019W-1810		\$500,000		\$500,000	\$3,366,390
37	Weirton Water Board	2019W-1795	\$9,460,000	\$12,500		\$9,472,500	\$23,795,000

	LOAN	GRANT	PFA GRANT	IJDC TOTAL	PROJECT COSTS
DISTRICT 1	\$21,741,500.00	\$5,293,744.00	\$90,000.00	\$27,125,244.00	\$57,904,134.00
DISTRICT 2	\$6,258,030.00	\$4,554,526.50	\$ -	\$10,812,556.50	\$49,976,433.00
DISTRICT 3	\$3,114,740.00	\$5,030,771.00	\$137,500.00	\$8,283,011.00	\$46,554,820.13
<b>TOTAL COMMITMENTS AND PROJECT COSTS</b>	<b>\$31,114,270.00</b>	<b>\$14,879,041.50</b>	<b>\$227,500.00</b>	<b>\$46,220,811.50</b>	<b>\$154,435,387.13</b>



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The West Virginia Division of Highways' new \$11.7 million District 7 Material Procedures and Lab in Weston was constructed this year by Paramount Builders, St. Albans. The photo above shows J.F. Allen Company of Buckhannon paving the new parking lot. Photo provided by Kaleb Gannon, project engineer for J.F. Allen Company.

tems program was funded again for the second fiscal year. Under the provisions of Senate Bill 589 passed in 2020, the authority established this fund. This program allows funding and an expedited process for projects meeting critical needs when there is

loss of service or a potential loss of service to customers. It also can fund water and sewer line extensions to new customers when the total project cost is under one million dollars. To date, this program has approved funding for 27 projects.

Before a project is authorized to bid, it must have funding commitments equal to the total project cost. This requirement allows projects to begin construction shortly after receiving bids. The recent volatility in material and labor costs has created a major problem because project sponsors must find additional funding before going to bid. If the additional funding is not obtained prior to bidding, then the project sponsor runs the risk of not closing in the 90-day bid hold period since it cannot enter into contracts without having the required funding to pay the contract amounts. Even if additional funds are obtained, the project sponsors run the risk of bids coming in excess of committed funds. If the overruns can only be funded by loans, beyond the \$165,000 Council bid overrun grant, it may require rate increases and this process can delay the project. At this time, finding additional grant funding can be a problem.

The authority will be working with the Clean Water and Drinking Water Revolving Funds to secure the

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required matches that will be needed for the newly passed Infrastructure Investment and Jobs Act. The authority is committed to assisting project sponsors in obtaining the funding needed to match or complete funding for projects receiving federal dollars for water and sewer projects. Our goal is to fund and complete as many projects as possible in West Virginia.

Established in 1972 by the West Virginia Legislature, the WDA commenced services in 1974 and is authorized to provide financial assistance to local governmental agencies to help them meet the requirements of state and federal water pollution control and safe drinking water laws, thereby protecting the health of the state's citizens, improving water quality, and protecting the environment while constructing and upgrading infrastructure to attract economic development. The WDA Board is composed of seven members, chaired by the Governor.

The WDA is the agency that coordinates the financing and closing for all infrastructure and economic develop-

West Virginia Department of Administration 2022		
Project	Location	Estimated Range
East Campus Warehouse Project	Charleston	\$9,000,000 - \$12,000,000
Building 4 Renovations	Charleston	\$18,000,000 - \$24,000,000
Main Capitol North Portico Steps (2 Phases)	Charleston	\$4,000,000 - \$6,000,000
Elevator Modernizations (Phase 2)	Charleston	\$4,000,000 - \$6,000,000
HVAC Modifications in Campus Buildings 5/6/7	Charleston	\$1,000,000 - \$2,000,000
Main Capitol West Wing HVAC Renovations (Phase 2)	Charleston	\$2,000,000 - \$3,000,000
Main Capitol Exterior Lighting Project (Phase 2)	Charleston	\$1,000,000 - \$2,000,000
Capitol Campus Steam Distribution System Upgrades	Charleston	\$2,500,000 - \$4,500,000
Building 22 Revenue Center Interior Renovations	Charleston	\$1,000,000 - \$1,500,000
<b>TOTAL ESTIMATED RANGE</b>		<b>\$42,500,000 - \$76,000,000</b>

ment loans and grants made from the Infrastructure Fund. The WDA is also the administrative oversight agency for servicing loans made from its revenue bond programs, the Infrastructure Fund and the Drinking Water Treatment Revolving Fund. The WDA also provides administrative services for the Clean Water State Revolving Fund.

**WAYNE D. MORGAN, P.E.**  
**EXECUTIVE DIRECTOR**  
**WEST VIRGINIA INFRASTRUCTURE**  
**AND JOBS DEVELOPMENT**  
**COUNCIL**

Enacted in 1994 by the West Virginia Legislature, the WV Infrastruc-

ture and Jobs Development Council (IJDC) was created to be West Virginia's funding clearinghouse for water and wastewater projects. Any utility wishing to obtain funds from any state agency must first submit a preliminary application for review by IJDC.

The IJDC includes the Governor as chairman, governor-appointed public members from each congressional district, and representatives from the state's funding and regulatory agencies. This participation coordinates the various funding sources available to maximize the number of water and wastewater projects that go to con-



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The West Virginia Division of Natural Resources reports that projects totaling over \$38 million are planned for construction in 2022. Governor Jim Justice announced in December that more than \$151 million in state park projects have been completed since 2017. The \$32.5 million Cacapon Resort Lodge expansion project (photo left), constructed by Paramount Builders of St. Albans, and the \$4.7 million Blackwater Falls State Park Lodge renovation, being completed by Wolf Creek Contracting of Waterford, Ohio, are just two of the recent projects that are improving West Virginia's state park system.

struction, ultimately providing a better quality of life in West Virginia.

The IJDC 2022 projects and estimated bid dates are listed on the table on page 12.

**MARK SCOTT  
CABINET SECRETARY  
WEST VIRGINIA DEPARTMENT  
OF ADMINISTRATION**

The West Virginia Department of Administration is responsible for maintaining the State Capitol campus, state office buildings and other state-owned facilities throughout West Virginia which are operated by the Department of Administration. It is the mission of the department to provide a safe and comfortable environment, especially during these times, for all state employees

to administer the necessary programs and services more efficiently, while maintaining a pleasant atmosphere for those visiting the State Capitol and the state-owned facilities maintained by the Department of Administration.

The General Services Division of the Department of Administration anticipates initiating and continuing construction and renovation projects ranging from \$42,500,000 to \$76,000,000 during the 2022 calendar year. The highlighted projects listed on page 16 include historic masonry renovations, mechanical system modifications and upgrades, and interior office space and full building renovations. Please note that these projects, provided by General Services Division Director William Barry, are subject to change due to a variety of factors.

Projects on state-owned buildings are announced and bid by the West Virginia Purchasing Division through the wvOASIS enterprise resource planning system. For more information, visit wvOASIS.gov. For additional information regarding the Department of Administration, visit the department's website at [www.administration.wv.gov](http://www.administration.wv.gov).

**STEPHEN S. MCDANIEL  
DIRECTOR  
WEST VIRGINIA DIVISION  
OF NATURAL RESOURCES**

West Virginia State Parks and Forest's mission is to "promote conservation by preserving and protecting natural areas of unique or exceptional scenic, scientific, cultural, archaeological or historical significance and to provide outdoor recreational opportunities for the citizens of

<b>WVDNR State Parks Projects 2022</b>		
<b>Location</b>	<b>Project Description</b>	<b>Estimated Cost</b>
Beech Fork State Park	25 New Cabins	\$4,850,000
Blackwater Falls State Park	Wastewater System Improvements	\$500,000
	Overflow Parking Improvements	\$250,000
Cacapon Resort State Park	Parking & Restroom Improvements	\$500,000
Cass Scenic Railroad State Park	100 New Campsites with Water & Electric	\$5,000,000
Coopers Rock State Forest	25 New Campsites with Water & Electric	\$1,250,000
	20 New Cabins	\$6,000,000
Hawks Nest State Park	Tram Replacement	\$2,500,000
Lost River State Park	35 New Campsites with Water & Electric	\$1,750,000
Pipestem Resort State Park	Tram Replacement	\$7,000,000
System Wide	Comfort Station and Bathhouse Improvements	\$8,500,000
<b>TOTAL</b>		<b>\$38,100,000</b>



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**School Building Authority of West Virginia  
Needs Grants 2022**

*Awarded April 19, 2021*

County	Project Description	Project Cost	Local Funds	Funds Awarded
Greenbrier	Alderson Elementary School Relocation to Community Center	\$11,000,000	\$3,000,000	\$8,000,000
Jefferson	New Shepherdstown Elementary & New Ranson Elementary Schools	\$40,013,668	\$32,505,000	\$7,508,668
Mercer	New Bluewell-Brushfork PK-5 Elementary School	\$14,630,821	\$5,000,000	\$9,630,821
Mineral	New Frankfort PK-4 Elementary School	\$21,275,100	\$2,127,510	\$9,573,795
Ohio	Renovations to Six (6) Schools	\$23,301,212	\$5,301,212	\$18,000,000
Roane	New Spencer Middle School	\$15,500,100	\$1,550,010	\$13,950,090
Summers	Summers Co Middle-High School Additions / Renovations	\$8,199,876	\$0	\$8,199,876
<b>TOTALS</b>		<b>\$133,920,777</b>	<b>\$49,483,732</b>	<b>\$74,863,250</b>

*Awarded December 13, 2021*

County	Project Description	Project Cost	Local Funds	Funds Awarded
Cabell	New Meadows Elementary School	\$16,999,000	\$6,999,000	\$10,000,000
Kanawha	Renovations to Cedar Grove Elementary School	\$11,788,285	\$3,288,285	\$8,500,000
Lincoln	New Duval Area PK-8 School	\$27,746,460	\$3,000,000	\$14,746,460 <sup>1</sup>
McDowell	New Consolidated Elementary School (Fall River, Kimball, Welch)	\$18,665,600	\$3,665,600	\$7,500,000 <sup>2</sup>
Taylor	Grafton High School Roof Replacement	\$1,183,212	\$363,012	\$820,200
<b>TOTALS</b>		<b>\$76,382,557</b>	<b>\$17,315,897</b>	<b>\$41,566,660</b>

1. Indicates an additional SBA commitment of \$10,000,000 in the FY-2023 Funding Cycle.
2. Indicates an additional SBA commitment of \$7,500,000 in the FY-2023 Funding Cycle.

this state and its visitors.”

This mission statement, embodied in state law, has been the guiding principal for operating the West Virginia park system since its inception in the late 1920s. The West Virginia park system is composed of 35 state parks, seven state forests, five wildlife management areas, the Greenbrier River Trail and the North Bend Rail Trail. Projects are bid through the state Purchasing Division.

The WVDNR 2022 projects, supplied by Bradley Leslie, P.E., DNR Chief Engineer, are listed on the tables on page 18.

**DAVID L. ROACH  
EXECUTIVE DIRECTOR  
SCHOOL BUILDING AUTHORITY OF  
WEST VIRGINIA**

The School Building Authority of West

Virginia (SBA) distributes funds each year for construction and renovation projects in our public schools. Thanks to the West Virginia Legislature, the authority is able to provide a consistent flow of construction funds on an annual basis. In the last few years, the staff and members of the authority have worked on updating the agency’s investment policies to more aggressively maximize the amount of funds available annually for capital improvement projects.

The SBA is starting to see the benefit of these strategic moves, and our goal remains the same: to provide grants each year for worthwhile projects. This, along with local school district funding, will average approximately a \$100 million investment in our state annually. West Virginia schools have benefitted greatly by having more funding available for improvements; however, there

is a tremendous funding gap with the need for statewide capital improvements totaling over \$3.7 billion.

This past year, each county was able to complete their ten-year Comprehensive Educational Facilities Planning (CEFP), which statutorily requires each county board of education to revisit their facilities needs to align them with their educational needs. This requires significant involvement from the parents, teachers, administrators, and communities. Completing this CEFP process took longer than originally planned because of the COVID-19 pandemic. The SBA decided to give extra time to ensure that educational needs are properly translated into facility needs, so that we can be sure that SBA investments are a part of a well-developed long-range plan. This moved our traditional December 2020 funding cycle to April 2021. We awarded nearly \$75 million in grants to seven

**HIGHER EDUCATION CONSTRUCTION FORECAST FOR 2022**

College/University	Project	Anticipated	Estimated
		Quarter to Bid in 2022	Construction Value
Fairmont State University	Engineering Tech. Window Replacement 1st & 2nd Floor	1st	\$200,000
Marshall University	Smith Hall Elevator Modernization	1st	\$1,600,000
Marshall University	Fine Arts Roof Replacement	2nd	\$600,000
Marshall University	Prichard Hall Roof Replacement	2nd	\$300,000
Marshall University	Drinko Library Cooling Tower Replacement	3rd	\$500,000
Marshall University	Science Building Cooling Tower Replacement	3rd	\$420,000
<b>TOTAL</b>			<b>\$3,620,000</b>

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In addition, the firm is engaged in a diversified civil practice and represents clients from all areas of the business community. Daniels Law Firm is a member of the following organizations:

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- Associated Builders & Contractors, Inc.
- West Virginia Coal Association
- National Utility Contractors Association
- West Virginia Rural Water Association
- West Virginia Society of Certified Public Accountants
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counties at that time. We resumed our regular funding schedule and awarded Needs grants again in December 2022 to five counties totaling \$41.5 million.

The SBA awarded several projects in 2021 and we intend to continue on this path in 2022. More frequent, continuous, and sustainable expenditures over an extended period of time will have a cumulative effect on the local economy through employment, taxes and local production. The construction generated by SBA funds will alleviate the need for reactive expenditures created by emergency repairs that only provide short-term solutions to health and safety issues.

The SBA takes pride in structuring their bids to allow West Virginia contractors to be able to stretch their bonding capacity and participate in the state's school construction program. We also take great pride in processing pay applications quickly with a turn-around time of ten days since the agency's inception in 1990.

The school construction program in West Virginia is nationally recognized as one of the most successful in the nation. The long-term financial commitment to the economic future of our state is shared by the Governor's Office, Legislature, county boards of education and the taxpayers in West Virginia. The continued support and participation of West Virginia's construction industry is essential to the continued success of this model school construction program. The SBA is appreciative of the important role our contractors play in continued success of West Virginia Virginia's school construction program.

**NOEL KNILLE, AIA, ASLA  
DIRECTOR OF FACILITIES AND  
SUSTAINABILITY  
WEST VIRGINIA HIGHER  
EDUCATION POLICY COMMISSION**

The forecast for construction activity within the West Virginia public four-year institutions continues to develop as the state comes through the pandemic and as campus needs and funding availability are identified and secured. Several projects have been scheduled for anticipated bidding in 2022 (see table

on page 21); more projects are in the planning stages. Institutions are practicing due diligence in their planning so as to provide the optimal campus facilities for all students within pandemic and funding constraints. Information about projects and bidding will be released as soon as it is available.

**BRIGADIER GENERAL  
WILLIAM CRANE  
WEST VIRGINIA  
ARMY NATIONAL GUARD**

The Construction and Facilities Management Office (CFMO) manages the West Virginia Army National Guard's real property for The Adjutant General's Office consisting of 3,218,417 square feet of facilities located across the state. In FY-2021, the CFMO contributed a total of \$14.5 million to local development firms in the state to help improve and maintain our facilities. While the main function of these facilities is to support military training and operations, they also provide support for our local communities. These facilities are strategically located across the state and provide shelter, economic development and employment opportunities for all West Virginians.

The CFMO consists of three main branches: Planning and Programming, Construction and Facility Maintenance, and Environmental Programs.

Plans and Programming Branch - Future programming for MILCON construction funding includes a new Readiness Center in Martinsburg to replace the current 15,798 square foot Armory built in 1978. This new facility will be a 36,657 square foot building allowing for adequate training and storage space needed to support the occupying units.

Construction and Facility Maintenance Branch - Current MILCON construction of the Buckhannon Readiness Center Addition was originally scheduled to start in FY22 and has now been pushed back a year to FY23 due to COVID-19 pandemic funding. This 29,691 square foot addition is a \$14 million project consisting of 100% Federal funds. This project satisfies critical requirements for an Assembly Hall, Kitchen and Training Bays for the existing facility.

As the COVID-19 pandemic caused a reduction of available funds required for our state share of Restoration and Modernization (R&M) Projects in FY2020. The WVARNG was successful again in FY-2021 in obtaining a waiver for the state share for projects, saving the state \$2,625,898.

Environmental Programs Branch - The WVARNG is working with the National Guard Bureau (NGB) on the nation-wide Perfluoroalkyl and Polyfluoroalkyl Substances (PFAS) assessment of military use of Aqueous Film Forming Foam (AFFF), a fire-fighting foam that has potential to contaminate water/soil with PFAS. Many aviation facilities around the country use AFFF and NGB for conducting site inspections and sampling to determine whether there has been a release to the environment. If PFAS levels are above action levels, a cleanup plan will need to be completed.

Our staff regularly visits all sites to check and measure the environmental compliance performance of our facilities and personnel. The West Virginia Department of Environmental Protection (WVDEP) conducted inspections at four WVARNG facilities in 2021 with no deficiencies. NGB also conducted a statewide external inspection of sixteen facilities statewide and Camp Dawson with no major violations.

Our Conservation Branch staff have many programs to manage and a number of federal and state regulating agencies to engage with in their day-to-day management of the natural and cultural resources. One accomplishment in 2021 was updating the Statewide Cultural Resources Management Plan. This plan is a five-year detailed management plan approved by NGB and the WV State Historic Preservation Office.

**COLONEL JAYSON PUTNAM  
DISTRICT COMMANDER  
U.S. ARMY CORPS OF ENGINEERS  
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The West Virginia Conservation Agency anticipates a number of projects to be bid in 2022, including extensive repair work at the 65-year-old Warm Springs No. 7 dam in Morgan County. The photo above shows an emergency water draw down at the No. 7 dam in October 2021. A seep under the principle spillway pipe forced the draw down so that short-term fixes could be made until major repairs can be completed.

trict's mission is to protect the nation's aquatic resources while enhancing the region's economy. We do this by pioneering solutions with regional and national partners and volunteers to ensure water navigation, reduce flood risk, encourage recreation, preserve, and restore streams and ecosystems, and prepare for and respond to disasters. In support of this mission, in Fiscal Year 2021 the Huntington District contracted \$165 million to execute its mission goals.

As an organization, we have a couple of overarching principles that help guide our path to success. We strive to build resiliency in the workforce through recruitment, resourcing and retaining a nationally recognized and respected team of professionals. We deliver results by engineering solutions to the natural and infrastructure challenges of the nation, responding to natural disasters and maintaining locks and dams, water navigation, and the inevitable deterioration of infrastructure over the course of time and nature.

We inspire relationships by working with our partners and stakeholders, local, regional, and national leaders, and the public to ensure safe and effective solutions are communicated

and delivered. To meet our current and future mission goals, it requires contractor involvement and support as we rely upon our contractors to provide knowledge and cutting-edge solutions to assist in project completion.

CAWV members can check out our forecast of opportunities and let us know your capabilities by uploading your firm's information and chatting with our team. Upcoming opportunities can be found at: <https://www.lrh.usace.army.mil/Business-With-Us/SmallBusinessProgram>.

**BRIAN FARKAS  
EXECUTIVE DIRECTOR  
WEST VIRGINIA CONSERVATION  
AGENCY**

The WVCA regularly oversees a variety of construction projects around the state. The 14 conservation districts in West Virginia utilize a public competitive bid process for project contracts above \$2,500.

These projects include, but are not limited to, flood recovery/stream blockage removal; 319 non-point source projects; debris removal; and operation, maintenance, and repair on flood control structures. The projects are site-specific. In order to complete these projects, the districts will hold job showings. All bidders/contractors are welcome and encouraged to attend

Rural Development – West Virginia FY 2022 Funding Commitments (Water & Wastewater)				
Project	Type	County	Loan Amount	Grant Amount
Mineral Wells PSD	Water	Wood	\$3,609,000	\$0
New Cumberland, City of	Water	Hancock	\$0	\$175,000
Washington Pike PSD	Water	Brooke	\$514,000	\$0
Craigsville PSD	Water	Nicholas	\$4,900,000	\$850,000
Lavalette PSD	Water	Wayne	\$2,000,000	\$1,000,000
Tyler County PSD	Water	Tyler	\$2,019,000	\$965,000
Adrian PSD	Water	Upshur	\$84,000	\$157,000
Little Creek PSD	Water	Marion	\$88,000	\$0
Monumental PSD	Water	Marion	\$0	\$513,000
Hardy County PSD	Water	Hardy	\$1,460,000	\$0
Oakvale Road PSD	Sewer	Mercer	\$2,880,000	\$0
Tunnelton, Town of	Sewer	Preston	\$247,000	\$869,000
Warm Springs PSD	Sewer	Morgan	\$2,900,000	\$1,349,000
Greater Harrison PSD	Sewer	Harrison	\$0	\$400,000
Cowen PSD	Sewer	Webster	\$500,000	\$1,500,000
White Oak PSD	Sewer	Fayette	\$0	\$895,000
Pleasant Hill PSD	Water	Calhoun	\$0	\$1,440,000
<b>TOTALS</b>			<b>\$21,201,000</b>	<b>\$10,113,000</b>



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district job showings. WVCA encourages all interested contractors to visit [www.wvca.us/proposedprojects/index.cfm](http://www.wvca.us/proposedprojects/index.cfm).

Among the projects we anticipate will be bid in 2022 are the installation of trash racks on dam risers and repair and replacement of deteriorated toe drains at multiple sites throughout the state. Also in the coming year, contracts may be available to include a variety of seep repairs, landslide repairs, concrete repairs to risers and debris boom installation across the state.

Some of the specific projects are: Seep repair work at South Fork No. 5 in Hardy County, Upper Buffalo No. 4 in Marion County and Elk Twomile No. 14 in Kanawha County; a seep/slide repair at Upper Grave Creek No. 1 in Marshall County; and a debris boom installation at the North Fork of the Hughes River in Ritchie County.

Operations and maintenance work such as mowing, tree/brush removal, spraying and erosion repair will also

be competitively bid.

In 2021, a variety of watershed projects were completed or started across the state, including: woody debris cleanup and unclogging an impacted riser intake at Upper Deckers No. 2 dam in Preston County, debris removal and burning at the Wheeling Creek watershed in Marshall County, repairing concrete spalling on the riser structures at Brush Creek No. 4 and No. 5 dams in Mercer County, and the emergency water draw down and identification of a major repair needed at Warm Springs No. 7 dam in Morgan County.

The work at Warm Springs No. 7 to mitigate a seep also will be bid in 2022.

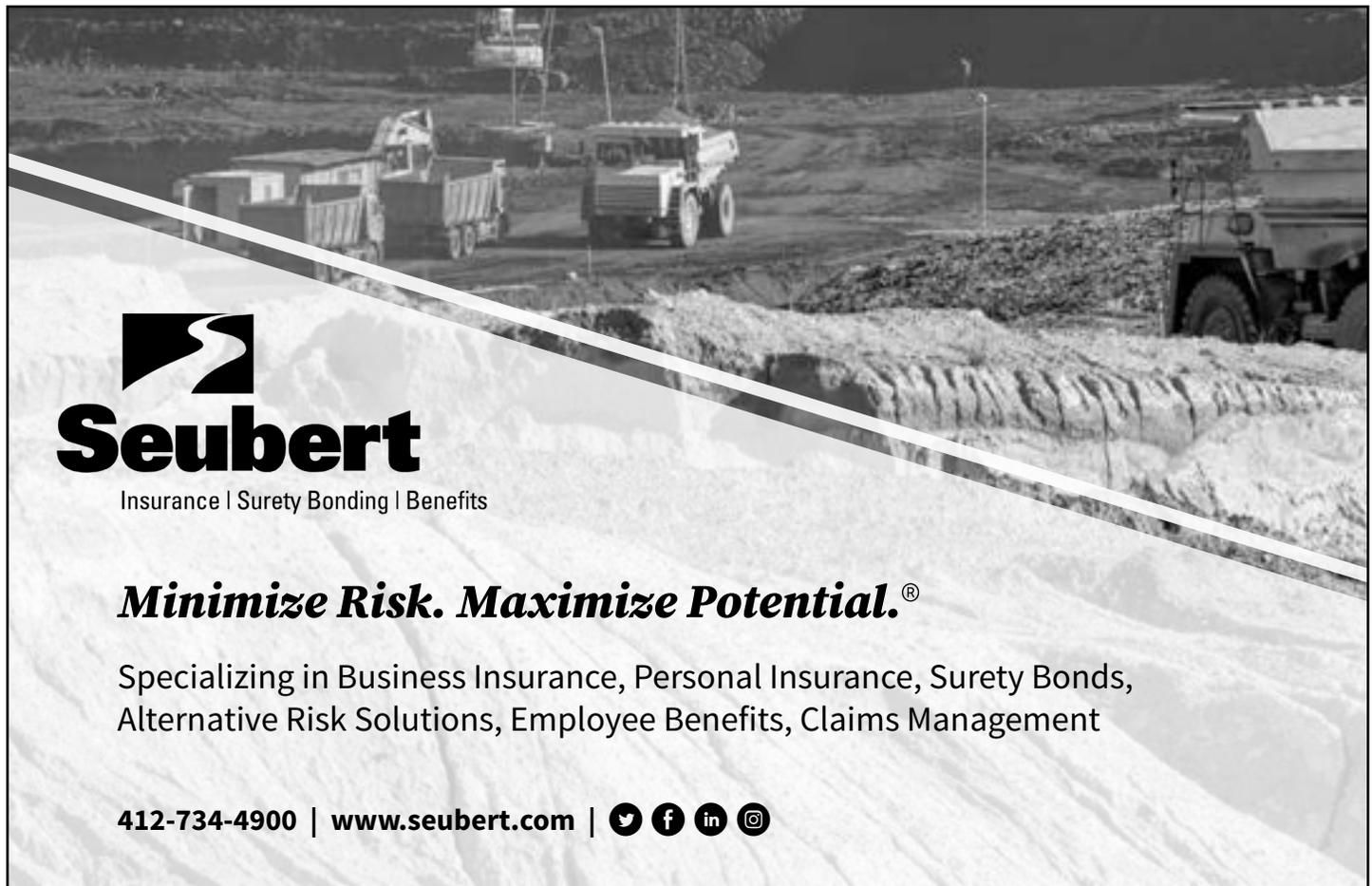
**ALAN L. HARRIS  
WEST VIRGINIA  
ACTING STATE DIRECTOR  
USDA RURAL DEVELOPMENT**

The United States Department of Agriculture (USDA), through its Rural Development agency, adminis-

ters various programs designed to strengthen rural economies with the expansion of water and wastewater infrastructure in rural areas.

Rural Development's Water and Environmental Program (WEP) provides loans and grants for drinking water, sanitary sewer, solid waste, and storm drainage facilities in rural areas and cities and towns with populations of 10,000 or less. This federal program (WEP) is intended to finance the construction of such projects and also to provide supervised credit. Each fiscal year, WEP receives a loan and grant allocation for supporting projects throughout the State of West Virginia. During Fiscal Year 2021, Rural Development committed loan funds totaling \$21,201,000 and grant funds totaling \$10,113,000 to 17 WEP projects within the state. These federal funds, along with state and local funds, will benefit approximately 48,780 residents throughout rural West Virginia.

See a list of USDA projects planned for 2022 on page 24. 



  
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# West Virginia Contractors Have Reasons to be Hopeful About 2022



*By Ken Simonson, Chief Economist  
Associated General Contractors of America*

West Virginia contractors who have weathered a punishing three years have grounds for optimism in 2022. But the pandemic has provided ample reason to remain cautious and vigilant.

Construction employment data shows what a rough time contractors have experienced. Industry employment in the state plummeted more than 40% in just 2-1/2 years, from an all-time high of 44,900, seasonally adjusted, in October 2018, to a 30-year low of 26,500 in April 2020, early in the pandemic. (Seasonal adjustment is a statistical method to account for month-to-month variation due to regularly recurring factors such as holidays and normal weather patterns.) After adding back a few thousand jobs in late 2020, employment stalled until August 2021.

An upswing appears to be under way at last. From August to October, contractors increased their headcount by 1,500 employees or 5%, which handily outpaced the U.S. construction employment pickup of 1%. Nevertheless, construction employment in the state was 5.7% below its February 2020 level as of October. That was a much larger shortfall than the national decline of 2.0%.

Enactment of the Infrastructure Investment and Jobs Act in November should boost a number of categories of construction in West Virginia over the next several years. One of the first areas to benefit should be highway construction. That's because the expansion of the federal-aid highway program will send money flowing

through existing channels, namely the Federal Highway Administration and state departments of transportation, according to existing allocation formulas. Additional highway money will be awarded under criteria the U.S. DOT will establish.

West Virginia may also see further investment in wind projects as more utilities and corporate buyers of electricity increasing turn to renewable energy sources. West Virginia not only has a lot of windy mountaintops, but it is close to major industrial, commercial, and residential consumers of electricity.

Of course, the growth of wind and solar power comes at the expense of coal and, perhaps, natural gas. However, for the moment, domestic and foreign demand for coal is keeping coal mining and associated construction alive longer than appeared likely a year ago.

Another category of construction that is poised to benefit from the infrastructure law is broadband communications, which will receive up to \$65 million of federal funding over five years. The money is to be directed to areas, such as much of West Virginia, that lack high-speed connections.

Local water authorities will be able to compete for funds to upgrade water treatment systems and to replace lead pipes. Other potential project categories that could receive an injection of funds include river cleanups and flood control projects and Amtrak.

Demand for housing appeared in 2020

to be a possible source of strength when some families were relocating from densely populated cities to destinations like West Virginia. However, more recent data found state-to-state migration actually declined to a record low in 2020. West Virginia again lost population, as it had for most of the decade. Not surprisingly, housing starts and building permits decline in the first 10 months of 2021 compared to the same period of 2020, unlike most of the nation.

The continuing decline in the state's population adds to the difficulty contractors have had in finding qualified candidates for the record number of open positions that exist in construction. An additional challenge to filling open positions is the low vaccination rate and high "vaccine hesitancy" rate of construction workers. An ongoing survey of Facebook users conducted by Carnegie Mellon University researchers found that only 53% of respondents who identified their occupation as construction reported being vaccinated, compared to 81% of other respondents. Conversely, 43% of the construction respondents reported as of the end of October that they were "vaccine hesitant"—more than double the share in other occupations.

These conditions will make it hard for some contractors to find enough workers who are healthy and eligible to work on premises whose owners require everyone to be fully vaccinated. Nevertheless, it appears the worst is over for construction in West Virginia. In 2022, many segments of the industry will grow. 

# The Economic Impact of Construction in the United States and West Virginia

## Economic Impact of Construction:

- U.S. gross domestic product (GDP)—the value of all goods and services produced in the country—totaled \$20.9 trillion in 2020; construction contributed \$896 billion (4.3%).
- In West Virginia, construction contributed \$3.2 billion (4.2%) of the state’s GDP of \$75.9 billion.
- There were 745,000 construction firms in the U.S. in 2019, including 3,029 in West Virginia.

## Construction Spending:

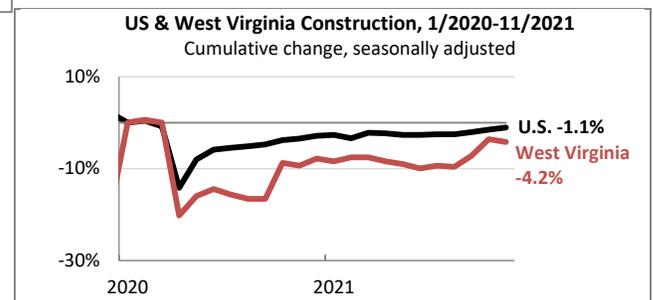
- Nonresidential spending in the U.S. totaled \$831 billion in 2020 (\$479 billion private, \$352 billion public).
- Residential construction spending in the U.S. totaled \$638 billion (\$309 billion single-family, \$86 billion multifamily, \$234 billion improvements, \$9 billion public).
- Private nonresidential spending in West Virginia totaled \$477 million in 2020. State and local spending totaled \$2.0 billion. (Totals are not available for residential or federal construction spending).

## Construction Employment (Seasonally Adjusted):

- Construction (residential + nonresidential) employed 7.5 million workers in November 2021, an increase of 180,000 (2.4%) from November 2020, and 2.5% less than in April 2006, when U.S. construction employment peaked.
- Construction employment in West Virginia in November 2021 totaled 31,800, an increase of 5.6% from November 2020, and 29% less than the state's peak in October 2018.

## Construction Industry Pay:

- Construction jobs pay well. In West Virginia, 4 out of the 5 most numerous construction occupations had higher median pay than the median for all employees in the state in 2020. (Half of workers earn more than the median; half earn less.)



Source: Ken Simonson, Chief Economist, AGC of America, [ken.simonson@agc.org](mailto:ken.simonson@agc.org), from Bureau of Economic Analysis (GDP); Census Bureau (spending); Bureau of Labor Statistics (national and state employment, median wages); AGC (workforce survey).

# What the Federal Infrastructure Bill Means for West Virginia

The Infrastructure Investment and Jobs Act (IIJA), passed in November, is the biggest U.S. infrastructure package in decades and provides over \$6 billion in funding for West Virginia’s roads, bridges, water and sewer treatment facilities, abandoned mine land (AML) projects, airports and other infrastructure improvement projects.

The bill also provides a five-year reauthorization of the federal-aid highway bill and the U.S. Environmental Protection Agency’s Clean Water and Safe Drinking Water State Revolving Funds, all three of which are now funded at higher levels.

The bill is also a first-of-its-kind comprehensive investment in broadband deployment, equity, and affordability, which is essential to attracting new jobs and visitors to our state.

There will be additional funding to reinvigorate coal communities, including a new program to build clean energy on current and former mine lands. Grants will be available for manufacturers to

build or retrofit facilities to produce or recycle energy products in communities that have seen coal mines or plants close.

“These new infrastructure investments will provide a much-needed boost to the construction industry while growing West Virginia’s economy over the next decade,” said CAWV President Nate Orders, president of Orders Construction Company, St. Albans. “It is proven that for every dollar spent on infrastructure, it turns over five times. Infrastructure puts people to work, it lets them buy houses, buy vehicles, buy groceries, travel and do all the things that stimulate economic growth.

“Senator Shelley Moore Capito and Senator Joe Manchin were instrumental in crafting the bipartisan bill which passed the U.S. Senate 69-30,” stated President Orders. “Rep. David McKinley, P.E., was one of 13 Republicans in the U.S. House, without whose support, the infrastructure bill would not have passed. The leadership they showed will fund significant upgrades to infrastruc-

ture in West Virginia, which is very much needed.”

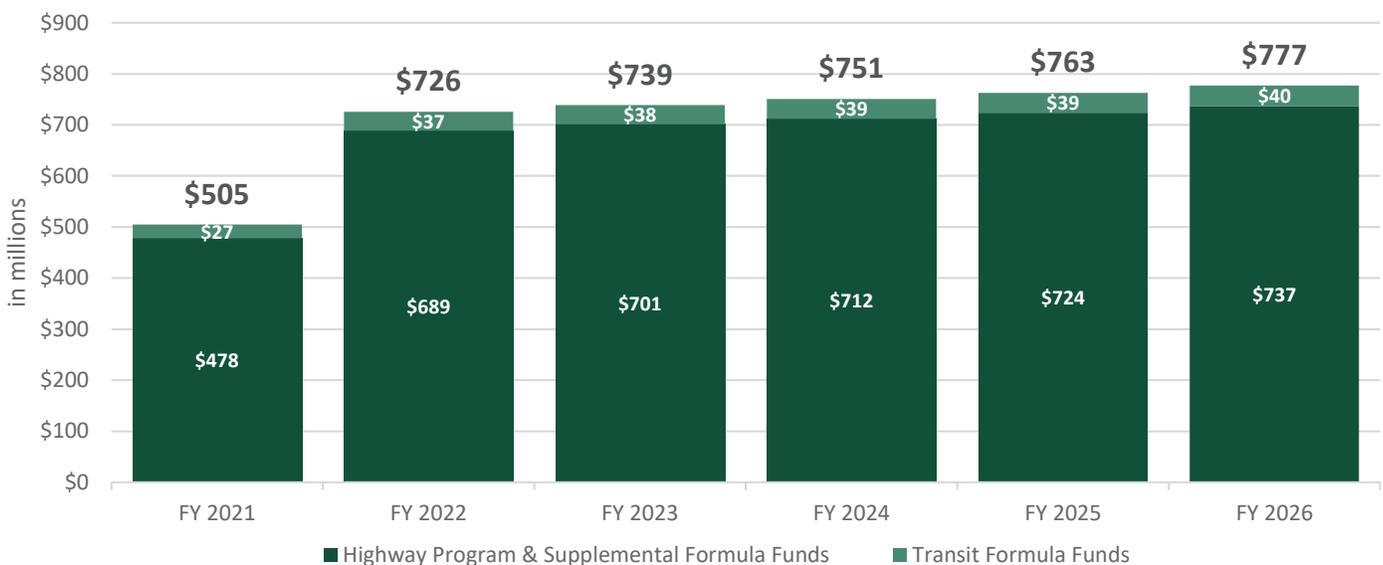
According to a report by the West Virginia Section of the American Society of Civil Engineers in 2020, West Virginia received a D grade on its infrastructure report card, saying the state’s infrastructure “needs immediate attention.” Of the state’s 7,295 bridges, 1,545, or 21.2 percent, are structurally deficient. West Virginia now ranks first in the nation with the most bridges in poor condition as a part of its total bridge inventory.

The Joint Legislative Oversight Commission on Department of Transportation Accountability in early December heard from state Transportation Secretary and Division of Highways Commissioner Jimmy Wriston, P.E., who spoke on the Infrastructure Investment and Jobs Act (IIJA) and the \$3.7 billion the state will receive for road and bridge



Orders

**Federal-Aid Highway Apportionment for West Virginia Under the IIJA and Continuing Appropriations Act, 2021**



Source: Data from Federal Highway Administration, Senate EPW Committee. Highway includes core highway funds, supplemental bridge formula funds, and EV charging station formula funds. Transit includes formula grant funds.

construction. He also spoke on the Roads to Prosperity bond amendment that provided a total of \$2.8 billion for highway construction through a combination of sales of voter-approved road bonds, federal GARVEE bonds, and Parkways Authority bonds.

Secretary Wriston told legislators the combined infusion of state and federal funding for roads and bridges is not nearly enough to cover all state needs.

"I could provide you a list of nearly \$30 billion worth of unfunded projects," he stated.

The infrastructure report also gives a D for West Virginia's drinking water and wastewater needs. More than 400 public drinking water systems serving 1.5 million West Virginians require nearly \$2 billion in repairs. There are 293 public water systems that serve more than 440,000 residents that require at least \$12 billion in upgrades and extensions. The bipartisan bill includes over \$475 million to West Virginia to repair and replace old pipes.

The historic investment includes \$600 million for rural broadband which will connect and give all West Virginians access to telehealth, online education and other benefits. Flood mitigation, weatherization and funding for utility companies to shore up the electric grid are part of the bill.

"The reason the Bipartisan Infrastructure Bill passed in the House today is because a majority of Representatives understand that this measure will provide significant, tangible improvements to the lives of their constituents and the success of their local employers," Stephen Sandherr, chief executive officer of the Associated General Contractors (AGC) of America, said following the November House vote. "That is because the bill provides the kind of funding needed to modernize the country's aging and overburdened infrastructure.

"Because of today's vote, state and local officials will be able to invest in a more efficient supply chain network," Sandherr remarked. "They will also be able to improve roads and bridges to make them safer and more reliable.

Metro areas will be able to better maintain and expand transit systems. And water authorities will be able to further safeguard the quality of local drinking water, among other improvements funded by this bill. The measure also provides needed investments to make infrastructure more resilient to extreme weather events."

The IIJA does feature industry-championed reforms to speed up project delivery, offers new opportunities for private sector project financing where appropriate, facilitates enhanced worker safety, and bolsters investment in research and education programs. The bill codifies a Trump administration directive seeking to reduce the time it takes federal agencies to issue environmental approvals for major infrastructure projects.

"For the construction industry, the cornerstone of the \$1 trillion IIJA is \$450 billion in surface transportation investments and a five-year reauthorization of these critical programs. In year one, highway and public transit investment will increase 38 percent and 73 percent, respectively," stated Dave Bauer, president and CEO for the American Road and Transportation Builders Association (ARTBA).

Nearly 90 percent of the law's federal highway funds will be distributed annually to states via existing formulas. The remaining resources will largely be controlled by the U.S. Department of Transportation for specific federal responsibilities and a series of discretionary grant programs.

"From fiscal year FY 2016 to FY 2026 (the last year of the IIJA), federal highway investment will have increased from \$42 billion to \$72 billion annually, or 70 percent. That's an extraordinary achievement for the transportation construction community," Bauer stated.

ARTBA reports that IIJA will provide \$3.76 billion in state formula funds for highway, bridge, and transit investment in West Virginia over the next five years, including a 44 percent funding increase in FY 2022.

As projects are completed over time, the overall transportation system will

## WEST VIRGINIA FUNDING IN INFRASTRUCTURE INVESTMENT & JOBS ACT

**A number of programs will receive increased funding in the IIJA bill. Some of the highlights include:**

- \$3.013 billion for roads and bridges. This represents a 44% increase in highway funding over the previous FAST Act reauthorization bill
- Over \$500 million specifically for bridges
- An additional \$195 million for APD projects like Corridor H, King Coal Highway and Coalfields Expressway
- \$475 million for U.S. EPA's Safe Drinking Water State Revolving Fund and Clean Water Act State Revolving Fund for wastewater treatment facilities
- Includes funding for lead pipe replacement in communities like Clarksburg
- \$600 million for broadband deployment
- Nationally, \$2.5 billion for flood mitigation that will help flood-prone communities across West Virginia that are plagued with flooding problems
- \$146 million a year for 15 years for AML reclamation and water projects, plus orphaned oil and gas wells
- Over \$40 million in funding for airports statewide

become more reliable for the traveling public. Businesses will also be more productive as their costs are lowered.

The positive impacts from IIJA-related construction activity will be felt quickly as work gets underway. A September 2021 report by global forecasting leader, IHS Markit, quantifies the initial outcomes:

- IIJA investment to fix West Virginia's roads and transit system will add an additional \$678 million in state gross domestic product each year.
- The increased economic activity will benefit West Virginia residents – disposable income will increase by \$249 million each year, an average of \$332 per household.
- State and local tax receipts will increase by an average of \$118 million per year. This is additional income that can be reinvested in the state, without any increase in tax rates.

"The CAWV would like to thank Senator Shelley Moore Capito, Senator Joe Manchin, and Rep. David McKinley for their tireless efforts to gain passage of this important piece of legislation to our

nation and our state," the president added. (See their comments on the infrastructure bill on pages 32 and 34.)

The fourth-generation bridge and highway contractor noted that, "now the work begins."

"Federal agencies will have to oversee the surge in funding, including administering new grants and designing new programs," President Orders remarked. "The Contractors Association of West Virginia looks forward to working with state and local agencies—from our transportation department to water and sewer utilities—who will have to identify and execute the needed projects. And this federal, state, and local coordination all comes amid continued challenges overseeing other expanded funding from the American Rescue Plan provided to West Virginia earlier this year."

"I thank AGC of America and ARTBA for their exemplary work on the bill, and all CAWV members who contacted our Washington delegation on the need to pass a meaningful infrastructure bill. It will create thousands of good paying construction jobs and it will improve the quality of life in all areas of our state," said CAWV President Orders. 

**The Infrastructure Investment & Jobs Act (IIJA) will provide \$3.76 billion for highway, bridge, and transit investment in West Virginia over the next five years, including a 44 percent funding increase in FY 2022.**

- IIJA investment to fix West Virginia's roads and transit system will add an additional \$678 million in state gross domestic product each year.
- The increased economic activity will benefit West Virginia residents – disposable income will increase by \$249 million each year, an average of \$332 per household.
- State and local tax receipts will increase by an average of \$118 million per year. This is additional income that can be reinvested in the state, without any increase in tax rates.

Source: A September 2021 report by IHS Markit, a world leader in critical information, analytics and solutions

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Guest Editorial:

# GOOD THINGS COMING to West Virginia with Infrastructure Bill

*By Senator Shelley Moore Capito, R-WV  
and Senator Joe Manchin, D-WV*

Across the Mountain State, we are in desperate need of infrastructure investments. More than 3,200 miles of highway and 1,545 bridges are in poor condition. At least 258,000 West Virginians have no broadband access. Thirty-two percent of trains and transit vehicles are beyond their useful lives.

We rely on these poor roads and bridges to take us to and from home, work and school. The lack of reliable and affordable broadband access makes it difficult for our students to complete their homework, our fellow West Virginians to start new businesses and our seniors to attend telehealth appointments. For nearly a year, we fought tooth and nail to secure funding to alleviate these infrastructure needs.

And after months of robust, bipartisan negotiations, we are proud to announce that West Virginia is set to receive nearly \$6 billion to repair our roads and bridges, build out broadband and so much more, with additional funds possible through federal competitive grant programs. At a time when political division seems to be the norm, we put partisanship aside to deliver a bill that meets the needs of West Virginia.

This bill, which passed both the Senate and House of Representatives with bipartisan votes, is the largest investment in America's infrastructure in three decades. This nearly \$6 billion guaranteed investment in West Virginia will create long-term, good-paying



jobs now and over the next decade. Every West Virginian will benefit from this bipartisan bill.

This historic investment brings roughly \$3 billion to repair and expand our network of roads and highways, which will drive economic growth in the state while improving access and safety for every West Virginian. Our bill includes an additional \$500 million for bridges, nearly \$200 million for Corridor H alone and around \$40 million for our airports that provide access to and from the Mountain State. Yeager Airport will benefit directly from these funds. The highway funds will also help to complete major roadways, including the Coalfields Expressway and King Coal Highway in Southern West Virginia.

The bill invests over \$300 million to ensure better, safer, more efficient public buses and trains to make the entire state more accessible via public transportation. Charleston will receive around \$22 million through the bipartisan bill. We also worked to include a provision that brings us one step closer to restoring daily service on the Amtrak Cardinal train that connects much of West Virginia, including our State Capital, Marshall University, and



U.S. Senator Shelley Moore Capito, R-WV, ranking member of the Senate Environment and Public Works Committee, joined President Joe Biden at the White House as he signed the Infrastructure Investment and Jobs Act into law on the South Lawn of the White House on November 15, 2021. Senator Capito, to the President's right in the red scarf, said afterwards that she was especially proud of her EPW Committee's surface transportation reauthorization bill and water and wastewater infrastructure bill that are the foundation of the IJA package. "I was proud to witness the signing into law of this important piece of legislation—which marks the culmination of a process that began months ago during my negotiations with President Biden. This historic, bipartisan legislation will deliver transformative wins for West Virginia and the rest of the nation for decades to come." Senator Capito also served as the Republican floor manager during the debate process on the Senate floor. (Official White House photo).

the New River Gorge National Park and Preserve, to the rest of the United States.

The importance of broadband connectivity for West Virginians was never clearer than during the COVID-19 pandemic. If we want to continue to attract new jobs and new visitors, affordable, reliable broadband is essential.

The importance of broadband connectivity for West Virginians was never clearer than during the COVID-19 pandemic. If we want to continue to attract new jobs and new visitors, affordable, reliable broadband is essential. That's why the bipartisan infrastructure bill includes around \$600 million to expand broadband access to every holler and town across West Virginia. In addition, the Affordability Connectivity Benefit will provide financial support for 543,000 low-income West Virginians so they're not left behind.

More than 400 public drinking wa-



U.S. Senator Joe Manchin, D-WV, joined President Biden and a group of Members of Congress at the White House November 15 for the signing of the bipartisan Infrastructure Investment and Jobs Act that will bring around \$6 billion to West Virginia in infrastructure investments over the next five years. "Today, I was honored to join President Biden and my bipartisan, bicameral colleagues at the White House for the signing of this once-in-a-generation bipartisan infrastructure bill," said Senator Manchin (fifth from the left). "West Virginia will receive around \$6 billion to invest in our most urgent infrastructure needs while creating good-paying jobs and growing our economy. Every single West Virginian will benefit from this bill. I have always said that the best politics is good government, and I'm incredibly proud of the monumental bipartisan efforts to deliver this major investment in the needs of America." Senator Shelley Moore Capito stands to the left of the president. Not shown is Rep. David McKinley, P.E., R-WV, one of 13 Republicans in the U.S. House, without whose support, the infrastructure bill would not have passed. (Official White House photo).

ter systems serving 1.5 million West Virginians require nearly \$2 billion in repairs. Two hundred and ninety-three

public wastewater systems that serve more than 440,000 residents require at least \$12 billion in upgrades and



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extensions. The bipartisan bill includes over \$475 million to upgrade, repair and replace the old pipes, sewer systems and drinking water systems to ensure every West Virginian, including those in rural water districts, has the safe, clean drinking water they need and deserve.

**As the only state located entirely within the Appalachian Region, we will also greatly benefit from the \$1 billion to support the important work being done by the Appalachian Regional Commission.**

As the only state located entirely within the Appalachian Region, we will also greatly benefit from the \$1 billion to support the important work being done by the Appalachian Regional Commission. In recent years, many West Virginians have lost power due to severe weather events, leaving too many families stranded without heat in the dead of winter or without air con-

ditioning in the middle of summer. Our bipartisan bill makes West Virginia utility companies eligible for \$5 billion to shore up the electric grid and provide peace of mind for West Virginians despite extreme snow storms and flash flooding.

In West Virginia, one in three people live within a mile of an abandoned, dangerous mine land site. Our bipartisan legislation reauthorizes the abandoned mine land reclamation fee for another 13 years and invests at least \$700 million in West Virginia to reclaim some of the 140,355 acres of abandoned mine lands. The bill also directs up to \$200 million to West Virginia to plug orphan oil and gas wells so the sites can become assets for our communities instead of hazards.

West Virginia is home to world-class universities, colleges and the National Energy Technology Laboratory, all of which lead the way in advancing energy technologies, including the ongoing work at West Virginia University to shore up the domestic rare earth

elements supply chain. Our bipartisan infrastructure bill supports these efforts and heavily invests in technologies across the board, including providing over \$12 billion for carbon capture, utilization and sequestration and direct air capture technologies to allow us to use our abundant energy resources in the cleanest way possible. It will also jumpstart the hydrogen economy through regional hubs across America, which we're fighting to bring to West Virginia.

It took months to make this legislation a reality. It was developed with a process of give and take, putting the needs of the American people first. By sitting down, hammering out our differences and taking the time to listen to one another, we created a bipartisan, bicameral infrastructure bill that delivers for all West Virginians. The legislation is now on President Biden's desk, ready for his signature, and our communities across West Virginia are ready to put these vital funds to use to create jobs and better the lives of every single West Virginian. 

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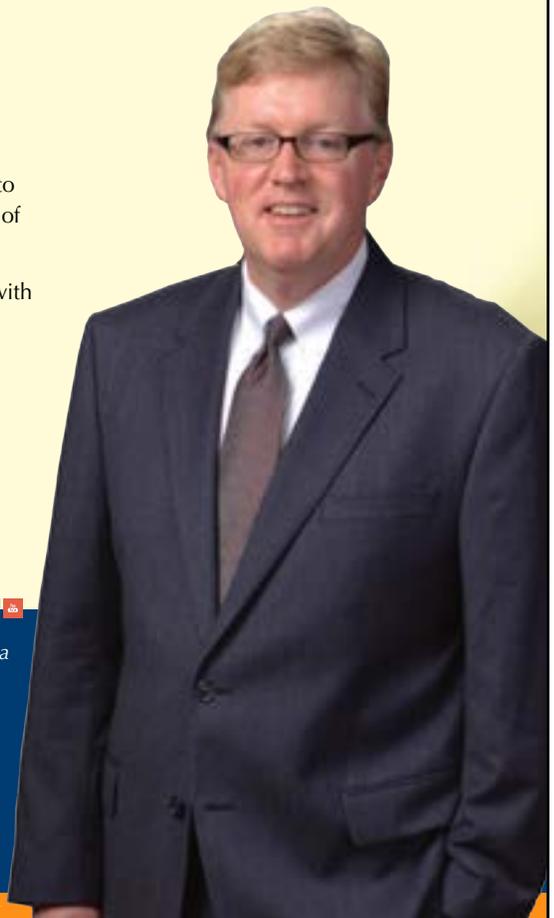


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*Attorney Robert "Bo" Sweeney (licensed in WV) has a practice based in civil litigation, with a concentration in the defense of mesothelioma and asbestos claims, construction disputes and defending employers in deliberate intent suits.*

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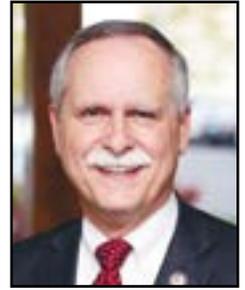
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# Bipartisan Infrastructure Bill a Win for West Virginia

*By Rep. David McKinley, P.E., R-WV  
U.S. House of Representatives*



Congress has been debating infrastructure for decades; but until last week, no comprehensive plan was presented for a vote.

Finally, we had an opportunity to vote on one. While some critics claim we should have waited for a perfect bill, how much longer can West Virginia afford to wait?

With West Virginia's infrastructure graded as the worst in the nation by U.S. News and World Report – we just couldn't play politics and pass on this opportunity.

To paraphrase former President Reagan, when you get 80% of what you want, you shouldn't throw a deal out based on a small part you don't like. For my West Virginia constituents, this bill will bring significant investment in hard infrastructure: roads, bridges, sewer and water lines, broadband into every county, flood relief, and upgrades to our aging electric grid. The bill also provides funds to continue research into capturing carbon from coal- and gas-fired power plants.

Remember, when President Trump was leading the country, he proposed a robust \$2 trillion plan but was denied a vote by House Speaker Nancy Pelosi, D-Calif., and her leadership team. It was wrong for the Democrats to play politics then, and it's wrong for Republicans to do it now.

Let's be clear: this bipartisan infrastructure bill is not the reckless Build Back Better Act. They are two separate bills with two separate votes. The bill I voted for invests in hard infrastructure. Despite what some obstructionists are saying, the infrastructure bill does not include far-left policies or tax increases. I oppose and will fight against social spending that includes liberal policies

that benefit illegal immigrants, raise taxes on energy and spend billions on additional IRS agents.

As the dust settles, just what is in the infrastructure bill and how does it help West Virginia families and businesses?

West Virginia will receive nearly \$6 billion out of the \$550 billion in new spending. This commitment to infrastructure in West Virginia will ensure that we won't continue to lag behind the rest of the country. Finally we'll be on a competitive playing field.

More specifically the bill includes:

- West Virginia will receive more than \$3 billion to upgrade our roads and bridges and complete vital projects like Corridor H.
- West Virginia will receive nearly \$487 million to replace undependable water and sewer systems in communities like Fairview, Wellsburg and Keyser.
- West Virginia will receive as much as \$600 million for reliable broadband connectivity.
- There's \$65 billion to modernize the power grid. This funding will help make our electric power grid more reliable and resilient. It also includes significant investments in large scale carbon capture projects that will ensure a future for coal and natural gas.
- \$2.5 billion to reduce inland flooding, which addresses flood prone areas in West Virginia and reduces their exposure to high water.
- \$42 billion for airports across the U.S., which will help upgrade every airport, large and small, across West Virginia.
- \$21 billion to help clean up abandoned mine lands and orphaned oil and gas wells across the nation and in West Virginia. It also pro-

vides funding to clean up Brownfields sites and paves the way for more economic development.

- \$66 billion for railways.
- \$39 billion for mass transit.
- \$11 billion for highway safety.
- \$50 billion for cyber security.

Notice that no extraneous programs, spending or tax increases are included. Controversial new socialistic policies are not part of the infrastructure bill, but unfortunately remain in President Biden's social spending package.

Of course, the infrastructure bill is not perfect. It was the result of significant bipartisan compromise. Naysayers have criticized certain portions of the bill, like funding for electric vehicle charging stations. I didn't think that should be a priority, but it only represents 1% of spending in a bill that does so much good for our state.

The infrastructure bill was supported by Gov. Jim Justice and more than 100 groups representing businesses, workers and elected officials. This includes the U.S. Chamber of Commerce, the American Farm Bureau, American Society of Civil Engineers, National Association of Home Builders as well as the National Association of Manufacturers.

After years of inaction and political posturing, voting to pass the infrastructure bill was the right thing to do for our state. It will help make our state competitive with surrounding states and put more West Virginians to work.

Now, we conservatives must focus our attention on defeating the social spending package. That partisan overreach will fundamentally transform America's economy by expanding government control in our lives and promote far-left policies in areas from energy to immigration.



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# Asphalt Pavement Association of West Virginia Names John Crane Executive Director



The Asphalt Pavement Association of West Virginia (APAWV) announces John Crane, P.E., has been named executive director of the organization, effective November 1.

Crane previously served as the Pavements, Materials, and Field Applications Engineer for the Flexible Pavements of Ohio and has eight years of experience with the West Virginia Division of Highways' Materials Control, Soils and Testing Division where he last served as the Asphalt Group Supervisor.

He is a graduate of West Virginia University with a Bachelor of Science and Master of Science in Civil Engineering. As a Graduate Research Assistant, Crane worked with Dr. John Zaniewski, WVU Asphalt Technology Professor, a position endowed by the association. He and his wife, Rachael, will live in Charleston with their two children, Scarlett and Thatcher.

"We're extremely excited to welcome John to the team," said APAWV Chairman Mark Haverty, vice president of Kelly Paving, Inc. in Williamstown. "The addition of a young professional engineer will help us navigate the upcoming

challenges in the industry including more technical specifications and changes in workforce dynamics.

"His unique perspective as a former WVDOH employee will help us better understand the division's point of view and lead to an enhanced working relationship," Haverty said. "Our goal is to provide the most cost effective and long-lasting pavements to the division and John will help us move forward in that endeavor."

"I am excited to join the Asphalt Paving Association of West Virginia as their next Executive Director," said Crane. "I will utilize my knowledge and passion for asphalt to help the industry and the WVDOH shape their transportation system of tomorrow, the same system that helps the hard-working citizens and visitors of the Mountain State travel to the many 'wild and wonderful' locations that make West Virginia so great."

Crane replaces Pat Parsons who is retiring after 43 years with the Contractors Association of West Virginia (CAWV), including the last 35 years as executive director of APAWV. He also served as the West Virginia Construction and Design EXPO show manager

for over 30 years, until 2014. Parsons' outstanding accomplishments have included the creation of an Endowed Chair in Asphalt Technology at WVU and being named WVASHE "Man of the Year" in 2006.

"Pat's contributions to this industry are unsurpassed," said Haverty. "His thoughtful leadership, commitment to APAWV's mission and dedication will be greatly missed. We are grateful for his many years of service to our industry."

APAWV, a division of the CAWV, is a non-profit trade association representing the producers of asphalt and aggregates, laydown contractors, asphalt cement suppliers, equipment and material suppliers and other firms involved directly and indirectly in the asphalt industry.

The Association represents the majority of such firms operating in West Virginia with their combined production accounting for over 90 percent of all asphalt production in the state. The APAWV, formerly the Flexible Pavements Council of West Virginia (FPC), was formed by a progressive group of asphalt plant owners in 1979.

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# CONSTRUCTION BRIEFS



Crews from Mountaineer Contractors, Inc. of Kingwood perform site work at Morgantown Industrial Park which recently received a \$2 million grant to help establish a beverage processing and packaging plant that will create 300 new jobs. Photo by Tyler Boyle, Mountaineer Contractors, Inc.

■ **Preparations are underway for the \$400,000 Nailers Way relocation project in Wheeling.** Workers with **Savage Construction Company** of Wheeling are busy getting the site ready, which includes a surface lot between Nailers Way and Main Street in downtown. The project is part of the ongoing Downtown Streetscape Project, which has involved the replacement of waterlines in the downtown in advance of sidewalk replacements, lighting upgrades and repaving on Main and Market streets...

■ **Officials with Yeager Airport are thinking big when it comes to changes at the airport** with funding available from the historic infrastructure package signed into law in November. Yeager Airport Director Nick Keller said the facility will receive \$10 million over a five-year period from the Infrastructure Investment and Jobs Act (IIJA) to use on Federal Aviation Administration (FAA)-approved projects involving capital improvements. Keller said the airport will receive its first round this federal fiscal year by September 30, 2022...

■ **The Greenbrier County Commission considered a new exposition center** for The State Fair of West Virginia in Fairlea. The State Fair is moving forward with a potential Trade Show and Exposition Center construction project. "We had a meeting with the [State Fair representatives and] they described to me a need for a convention center-type display area, somewhere around 50,000 square feet," explained Commission President Lowell Rose...

■ **The U.S. Army Cpl. Rex Marcel Sherman Memorial Bridge in Hampshire County** will be rehabilitated through a \$7.17 million state contract. The project is to rehabilitate the bridge, also known as the Capon Bridge. **Triton Construction Inc.**, St. Albans, was the lowest of three bidders at \$7,166,000 for the project. Other bidders included Clearwater Construction, Inc., Mercer, PA, at \$9,447,000 and **Orders Construction Company, Inc.**, St. Albans, at \$9,840,840. The bridge carries U.S. 50 over the Capon River in the town of Capon Bridge. The steel truss bridge was

built in 1933 on the site of a former covered bridge and is considered a historic site in its own right...

■ **The \$1.2 trillion infrastructure bill was signed into law in November and is expected** to offer funding opportunities for the proposed Virgin Hyperloop One project in West Virginia. Executive Director of Vantage Ventures at WVU Sarah Biller said they will compete for infrastructure money with traditional rail services as an "emerging technology." Hyperloop technology would transport people or cargo in pods at more than 600-miles-per-hour. The Virgin Hyperloop Certification Center will be located on 800 acres of land in Tucker and Grant counties...

■ **The city of Charleston will receive \$1.8 million in grant funding from the federal government** to plan and design a streets upgrade for 3.5 miles of Kanawha Boulevard East and about a quarter-mile of the adjacent Greenbrier Street corridor. The "Capital Connector" project is one of 90 projects across the country to get funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grants program, U.S. Department of Transportation Secretary Pete Buttigieg announced in November...

■ **Removing the Albright Power Station Dam would reconnect the Cheat River** from Parsons to Cheat Lake almost 75 miles. Friends of Cheat, a Preston County nonprofit that has worked to restore and protect the Cheat River watershed for 28 years, is working toward the removal of the dam, which no longer fulfills its original purpose, said Madison Ball, restoration program manager at FOC. Ball briefed the Preston County Commission on the project at its November 9 meeting

# CONSTRUCTION BRIEFS

and requested \$60,000, or about a third of the cost, for a feasibility and 30% design study from the county's American Recovery Plan Act funds. An additional \$400,000 toward construction, administration, and personnel for the project has already been secured...

■ **Constellium held a ribbon cutting ceremony for the restart of its upgraded 144-inch cold rolling mill** at its facility in Jackson County. The facility was awarded funding of nearly \$9.5 million in 2019 by the U.S. Department of Defense under the Industrial Base Analysis and Sustainment (IBAS) Program to increase throughput, quality, and performance of cold rolled aluminum. The restart marks completion of the first phase of the project involving a complete teardown of the

1950's era mill to upgrade its mechanical, electrical, hydraulic, and process control systems...

■ **The City of Martinsburg, Berkeley County Council and Berkeley County Development Authority** announced agreements-in-principle with Richmond, Virginia-based Monument Companies to remediate and revitalize the former Interwoven Mill and Perfection Garment Company sites spanning almost 12 acres of downtown Martinsburg. The resulting project will be a mixed-use, historically sensitive development of approximately 370,000 square feet to be delivered in three phases. Over time, this \$80 million project will yield over 5,000 square feet of new commercial space and approximately 387 market-rate residential

units in the urban core of Martinsburg...

■ **The National Institute for Occupational Safety and Health has opted to move forward** with plans to buy a 461-acre tract along U.S. 219 straddling the Randolph-Pocahontas County line, where it will relocate its Underground Safety Research Program for miner health and safety. The property extends from the Randolph County community of Mace to a border with Snowshoe Mountain Resort's Silver Creek section in Pocahontas County. A segment of the tract also borders the Monongahela National Forest and contains an inactive right-of-way for the state-owned West Virginia Central Railroad. 



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# CAWV CALENDAR OF EVENTS

## 2022

January 3 - 7

### **Soil and Aggregate Compaction Technician Certification**

*Cedar Lakes Conference Center - Ripley*

January 10 - 14

### **Aggregate Technician Certification**

*Cedar Lakes Conference Center - Ripley*

January 18 - 21

### **Asphalt Field Technician Certification**

*Cedar Lakes Conference Center - Ripley*

January 24 - 28

### **PCC Inspector Certification**

*Cedar Lakes Conference Center - Ripley*

January 28 - February 2

### **CAWV Midyear Meeting**

*Hyatt Regency Resort and Casino - Aruba*

January 31 - February 4

### **Asphalt Plant Technician Certification**

*WVDOH Materials Division - Charleston*

February 7 - 11

### **PCC Technician Certification**

*Cedar Lakes Conference Center - Ripley*

February 16 - 17

### **42nd Annual Asphalt Pavement Conference & Paving Awards**

*Embassy Suites - Charleston*

February 23

### **CAWV/WVDOH Environmental Permitting Seminar**

*TBD - Charleston*

March 23 - 24

### **West Virginia Construction & Design EXPO**

*Charleston Coliseum & Convention Center*

March 23

### **CAWV State Meeting**

*Charleston Coliseum & Convention Center*

March 28 - 31

### **AGC Annual Convention**

*Grapevine, Texas*

June 3

### **CAWV Scholarship Golf Outing**

*Berry Hills Country Club*

July 7 - 10

### **CAWV Annual Meeting**

*The Greenbrier - White Sulphur Springs*

September 25

### **ARTBA National Convention**

*Grand Hyatt Hotel - Nashville*

## 2023

February 3 - 8

### **CAWV Midyear Meeting**

*Westin Mission Hills Resort - Rancho Mirage, CA*

July 6 - 9

### **CAWV Annual Meeting**

*The Greenbrier - White Sulphur Springs*



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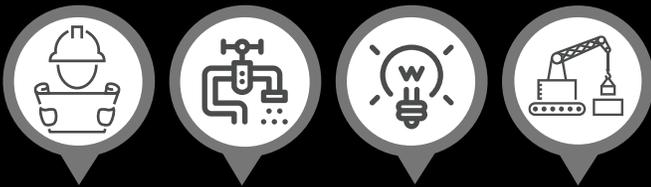
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