

west virginia Construction**NEWS**

January/February 2016

The image displays three overlapping posters for the 'Fix Our Roads Now' campaign. The top-left poster is white with black and yellow text, featuring a Lincoln penny and the headline 'FIX OUR ROADS NOW'. The top-right poster is dark blue with a red car driving at night, showing a 'SCORE: 1000' and the headline 'FIX OUR ROADS NOW!'. The bottom poster is dark grey with yellow and white text, featuring a car crash warning sign and the headline 'FIX OUR ROADS NEW JOBS + SAFER ROADS'.

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Bad roads are already costing state drivers more than \$330 annually* – or just over 90 cents a day – in vehicle maintenance and repairs.

Nine more cents to save 90 cents ... and we can begin to fund our roads, making them safer and create more jobs.

Now!

Fix Our Roads

*Based on 5 car, 15 cents/mile
*Source: WV

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SCORE: 1000

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WEST VIRGINIA 00:08:08

FIX OUR ROADS

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Paid for by West Virginians for Better Transportation, Janet Vineyard, Treasurer

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West Virginians for Better Transportation, a coalition created to support and promote a better state transportation system, created a media campaign to encourage state lawmakers to develop a long-term funding solution for West Virginia's roads and bridges. The campaign includes a website, plus billboard, newspaper, radio and TV advertising. The Manahan Group in Charleston developed the "Fix Our Roads Now" campaign. Visit www.fixourroadswv.com for more information. To read about the campaign, see page 6.



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

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FIX OUR ROADS NOW

Campaign Unveiled at Transportation Day at the Capitol



West Virginians for Better Transportation's new 30-second TV spot resembles a video game with a driver that loses points when the car hits a pothole, depicting the higher costs of vehicle maintenance for driving on bad roads. The game also costs the driver points because West Virginia has the second highest fatality rate in the nation. People can view the ad at www.fixourroadswv.com.

West Virginians for Better Transportation (WVBT), a coalition created to support and promote a better state transportation system, has created a media campaign to encourage state lawmakers to develop a long-term funding solution for West Virginia road's needs. The campaign, "Fix Our Roads Now," was created to better educate legislators, policymakers and state residents of the funding crisis. It highlights the need for a secure funding package that guarantees West Virginia a stable and predictable highway system.

WVBT unveiled its campaign during this year's Transportation Day at the Capitol on January 18, where over 200 WVBT members and highway supporters gathered at the State Capitol to rally for increased funding to repair and maintain West Virginia's deteriorating road system.

The campaign includes a website, plus billboard, newspaper, radio and TV advertising, including a 30-second spot which was shown on a large TV

screen outside the House of Delegates chamber during the event. The commercial, which resembles a video game with a car that loses points when it hits a pothole, depicts the higher costs of vehicle maintenance from driving on bad roads. The game also costs the driver points because West Virginia has the second highest fatality rate in the nation.

The Manahan Group in Charleston developed the "Fix Our Roads Now" campaign.

WVBT includes 300 organizations, groups, government leaders and companies that recognize and value the importance of a good surface transportation system.

"West Virginia's transportation infrastructure is facing a major funding crisis and, if left unresolved, will continue to deteriorate at an accelerated and alarming rate," said WVBT Chair Carol Fulks. "Other states – including Kentucky, Virginia, Pennsylvania and Ohio – have made significant upgrades to

their roads and bridges. It's time West Virginia did the same," said Fulks, who is executive director of the West Virginia Hospitality and Travel Association.

Jan Vineyard, president of the West Virginia Trucking Association and treasurer of West Virginians for Better Transportation, led the news conference at the State Capitol.

"A lot has happened in other states since we were here last year. I'm sorry to say, not in West Virginia."

Jan Vineyard
West Virginia Trucking Association, President
West Virginians for Better Transportation

"A lot has happened in other states since we were here last year. I'm sorry to say, not in West Virginia," said Vineyard. "Legislators and governors in Pennsylvania, Ohio, Maryland, Virginia and Kentucky have all accelerat-

ed their funding for roads and bridges while West Virginia's transportation system continues to deteriorate."

Speaker of the House Tim Armstead, Senate Majority Leader Mitch Carmichael, Senate Transportation and Infrastructure Committee Chair Chris Walters, and chair of Roads and Transportation in the House, Delegate Marty Gearheart, each spoke during the event.

"One of the key elements that is needed to move West Virginia forward is our infrastructure," said Speaker Armstead, R-Kanawha. "This is one of those issues that affects everyone in the state. Infrastructure is the key to economic growth and our goal is to move West Virginia forward and get people back to work. We're going to continue to make sure we have adequate funding, and make it a priority."

Speaker Armstead mentioned a recently completed \$500,000 audit of the West Virginia Division of Highways commissioned by the Legislature which identified \$25 million to \$50 million of potential savings annually. However, in a study released by the Governor's Blue Ribbon Commission on Highways, it was discovered that the state needs \$750 million to \$1.1 billion a year of additional funding to adequately maintain and construct the state highway system.

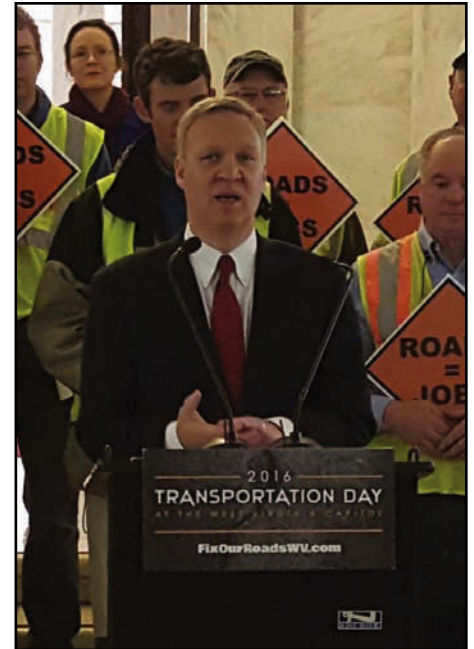
"Infrastructure is the key to economic growth and our goal is to move West Virginia forward and get people back to work."

Tim Armstead
Speaker of the House
West Virginia House of Delegates

"This state's transportation infrastructure is a critically important issue that is recognized by the new leadership in the Capitol," said Majority Leader Carmichael, R-Jackson. "It has been too long that we have not allowed our roads, bridges and infrastructure projects to be a priority in West Virginia."

"It's imperative that we recognize that the economy is tied to infrastructure development," said Senator Carmichael. "We recognize that in order to move West Virginia forward in terms of our infrastructure, economic development, jobs, opportunity, growth and prosperity, a dedicated effort within the legislative branch to channel funding in the direction of our state's transportation infrastructure is imperative."

Senator Carmichael, who stood in for Senate President Bill Cole, R-Mercer, added, "Trust me, we hear from our constituents every day about the condition of our roads and bridges. We're

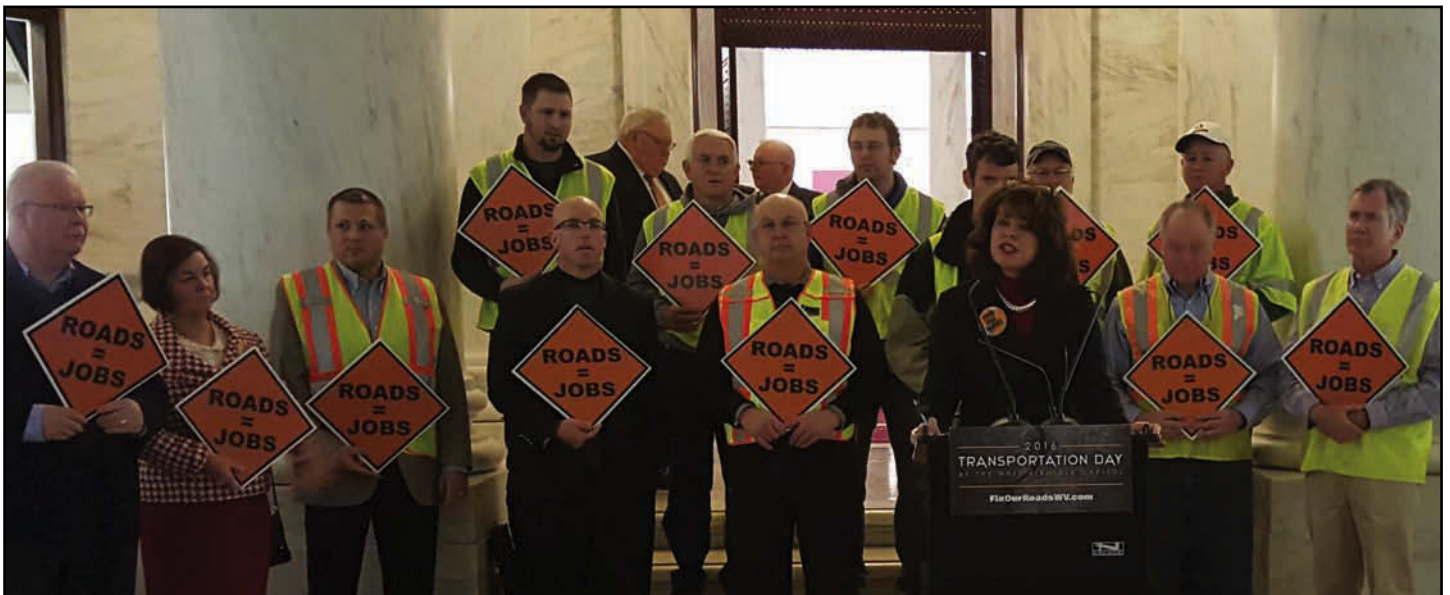


looking every day for ways to improve the infrastructure in our state."

looking every day for ways to improve the infrastructure in our state."

Noting that legislators in every surrounding state have increased transportation funding, Senator Carmichael said, "We will be doing the same thing. The Senate will make highway funding a priority in West Virginia."

While there were few specifics at the "Fix Our Roads Now" rally, Chairman Walters, R-Putnam, addressed the current tolls on the West Virginia Turn-



Jan Vineyard, president of the West Virginia Trucking Association and treasurer of West Virginians for Better Transportation, led the news conference at the State Capitol. Vineyard advocates for better roads in West Virginia, citing that there is nothing more important to trucking than a strong highway program that ensures that commerce can move safely and efficiently on well-maintained roads and bridges.



In a TV interview, WVBT Chair and Executive Director of the West Virginia Hospitality and Travel Association, Carol Fulks, stresses that surrounding states have made significant upgrades to their roads and bridges and that it's time for West Virginia to do the same.

to the general revenue fund to help the budget shortfalls in the proposed budget.

Chairman Gearheart said he supports roads but viewed funding in a different light.

"As we go forward you are going to see a variety of bills drafted that have innovative ways of funding roads that won't increase taxes," said Delegate Gearheart, R-Mercer.

Just last year, federal lawmakers passed the first long-term highway bill in over a decade. Republicans and Democrats in Congress, as well as the President, came together to create the "Fixing America's Surface Transportation (FAST) Act." The FAST Act will dedicate over \$2 billion just to West Virginia, over \$305 billion nationally,

pike which are set to expire in 2019.

lose in our budget," he said.

"We need to make sure the Turnpike tolls stay in place," said the Senate Transportation and Infrastructure Committee Chair. "This is \$85 million of annual revenue, nearly 75 percent of which is paid by out-of-state drivers. That's funding we cannot afford to

Senator Walters said his committee would not act on a Tomblin administration bill that would move about \$9 million a year of sales taxes collected on purchases of materials used for road construction or maintenance from the Division of Highways' budget

"The Senate will make highway funding a priority in West Virginia."

Mitch Carmichael
Senate Majority Leader



Chair of Roads and Transportation in the House, Delegate Marty Gearheart, R-Mercer, says West Virginians are going to see a variety of bills drafted that have innovative ways of funding roads that won't increase taxes.



Senate Transportation and Infrastructure Committee Chairman Chris Walters, R-Putnam, supports keeping the Turnpike tolls in place after they expire, stressing the \$85 million in revenue received from the tolls isn't something the state can't afford to lose.



Senate Majority Leader Mitch Carmichael, R-Jackson, assures advocates that leaders are looking every day for ways to improve infrastructure in the state and that the Senate will make highway funding a priority in this year's legislative session.

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over a course of five years.

A provision under the new funding plan will allow West Virginia the discretion to use federal money to repair the state's rural roads and bridges that many residents depend on. This was not the case under the old funding provisions, as funds could not be used on roads that weren't listed as a federal highway.

The new federal highway bill, however, is not a funding solution for the state's highway problem.

In a recent West Virginia Department of Transportation budget presentation to the House and Senate Finance committees, Secretary Paul Mattox told lawmakers the West Virginia Division of Highways has identified \$16 billion worth of highway projects that he says will never go to construction without additional funding.



Over 200 WVBT members and highway supporters assembled outside the House of Delegates chamber, displaying orange "ROADS = JOBS" signs. Reports have shown that an increase in funding will create thousands of jobs in West Virginia, with 50 percent being in construction and the rest throughout West Virginia's economy.



West Virginians for Better Transportation unveiled the "Fix Our Roads" media campaign which included a 30-second commercial depicting the cost of bad roads.



The "Fix Our Roads" media campaign includes a number of billboards which are located on every major artery going in and out of Charleston.

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Our roads and bridges are crumbling. Many West Virginians are unemployed and looking for good paying jobs. Fixing our roads will put West Virginians back to work. It will save lives. It will grow our economy.

Every other state east of the Mississippi River has either set forth a plan or is in the midst of fixing their roads and bridges.

Isn't it time that we do the same?

PAID FOR BY WEST VIRGINIANS FOR BETTER TRANSPORTATION, JANET VINEYARD, TREASURER

FIX OUR ROADS

FixOurRoadsWV.com

The Secretary noted that the FAST Act provides states the ability to plan federal-aid construction projects but that the new five-year authorization bill does not help the WVDOH's funding problems.

"Over the last ten years, West Virginia averaged \$456 million a year in federal funds," Secretary Mattox told committee members. "Over the next five years, the WVDOH will average \$462 million, or \$6 million a year more. This will not go very far."

The secretary said the division's focus will be on system preservation since few dollars are available for expansion projects.

The lack of highway funding has garnered a lot of attention during this year's legislative session. There are a number of bills that have been introduced to create new funding for highway maintenance and construction.

H.B. 4239 requires the WVDOH to determine how to fund and construct a new highway from Pikeville, Kentucky to Beckley. As in other bills that direct the Division of Highways to develop new projects, H.B. 4239 does not provide any new dollars to build the highway.

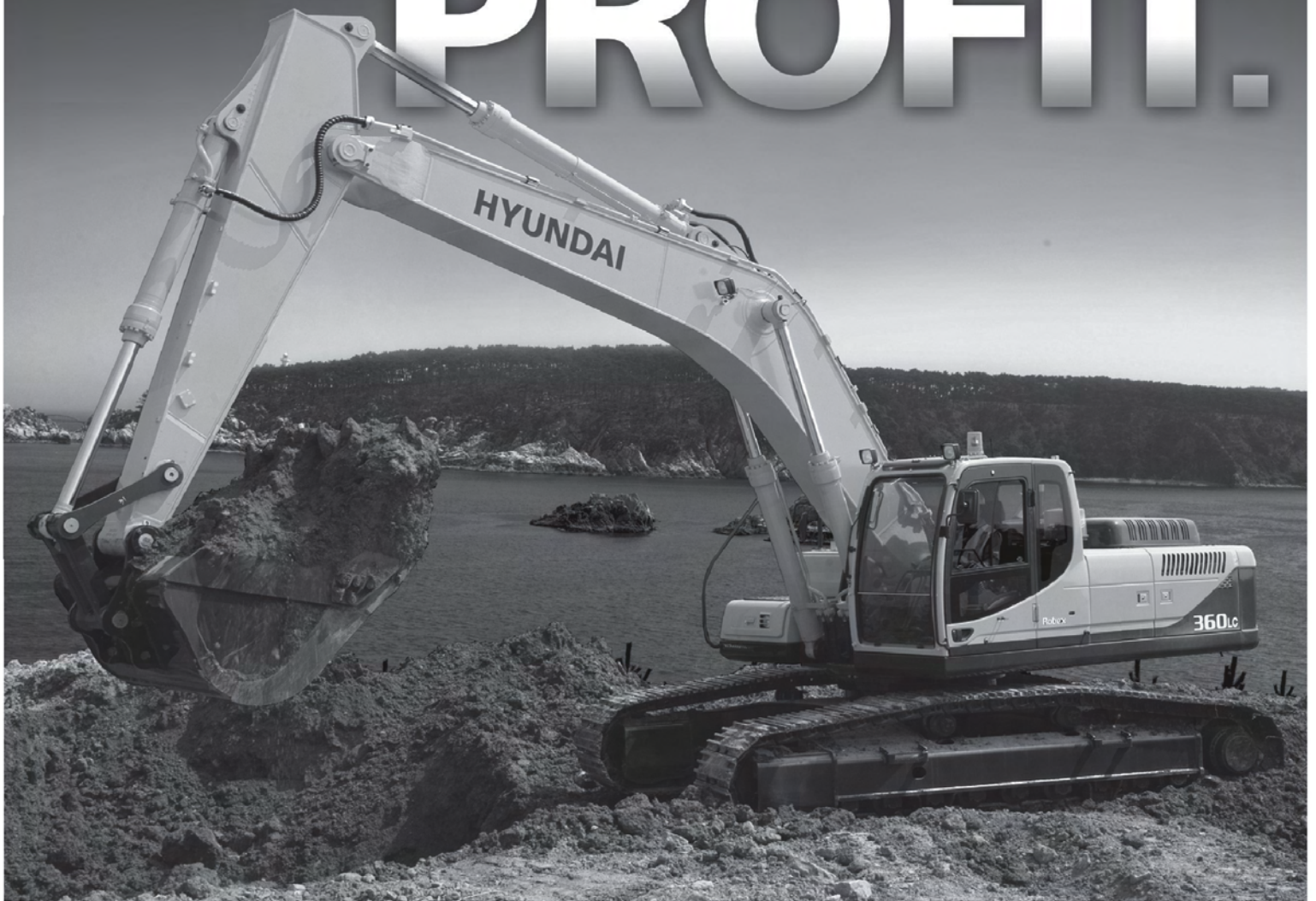
S.B. 610, introduced by Senator Ed Gaunch, R-Kanawha, and 20 cosponsors, will generate over \$250 million annually in new revenues. The bill increases DMV fees, many of which haven't been raised since the 1970s. The DMV fees would generate about \$66 million and only cost motorists about 9 cents a day more. West Virginians are spending about 90 cents per day due to bad roads.

Senator Charles Trump, R-Morgan, introduced Senate Joint Resolution 6 which would place on the November ballot a constitutional amendment to sell \$2 billion worth of bonds for highway projects. The West Virginia Legislature would be given authority to develop a funding source to pay debt service on the bonds.

The "Fix Our Roads Now" campaign includes a website, plus billboard, newspaper, radio and TV advertising. A number of newspaper ads have continuously run in the *Charleston Gazette-Mail* and *The State Journal*. The ad above focuses on how all states east of the Mississippi have taken action to increase their highway funding, except for West Virginia.

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For less than 10 cents a day*, we can begin to fix our roads and bridges and put thousands of West Virginians back to work.

Bad roads are already costing state drivers more than \$330 annually* – or just over 90 cents a day – in vehicle maintenance and repairs.

Nine more cents to save 90 cents ... and we can begin to fund our roads, make them safer and create more jobs.

Fix Our Roads Now!

*Based on 5 cents/day more in vehicle registration; increase of 2.4 cents/day for a new Title; and extra 1.5 cents/day in Class E drivers' license renewal fees

*Source: "West Virginia Transportation by the Numbers," January 2014, TRIP

PAID FOR BY WEST VIRGINIANS FOR BETTER TRANSPORTATION, JANET VINEYARD, TREASURER

FIX OUR ROADS

FIXOURROADSWV.COM



To view the 30-second TV spot and to help WVBT's efforts to make West Virginia's roads better, go to fixourroadswv.com

For more information on West Virginians for Better Transportation, visit keepwvmoving.org

FIX OUR ROADS NOW

This newspaper ad shows that better roads in the state would only cost West Virginia drivers pennies a day, while driving on bad roads cost 90 cents a day. S.B. 610, introduced by Senator Ed Gaunch, R-Kanawha, along with 20 cosponsors, would generate over \$250 million annually in new revenues. The bill increases DMV fees, many of which haven't been raised since the 1970s. The DMV fees would generate about \$66 million and only cost motorists about 9 cents a day more.

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An Economic Analysis of the Construction Sector in West Virginia

By Dr. John Deskins
and Brian Lego

Employment and output in West Virginia's construction sector declined during 2014. Residential construction (including contractors) registered a small increase in activity for the third consecutive year, but the state's non-residential and heavy/civil engineering segments continued to struggle, having lost jobs in each of the last two years.

Indeed, after gaining more than 3,200 jobs over the course of 2010-2012, the heavy and civil engineering construction industry has contracted by nearly 1,200 since then as fewer energy sector projects are underway and public spending on infrastructure has weakened further. Even with this decline, however, payroll levels in this industry segment remain at least 10 percent larger than any year during the 2000s simply due to size and scope of work now being performed that is associated with development in the Marcellus and Utica Shale plays.

RESIDENTIAL CONSTRUCTION

According to data from McGraw-Hill, just below 2,000 single-family homes were started during 2014, marking a 12 percent decline compared to the previous year. Homebuilding activity has been somewhat erratic during 2015.

The first half of the year saw some degree of weakness due to challenging weather patterns, while new home construction showed some signs of improvement in the second half of the year. Moreover, building permits suggest a moderate gain in new single-family housing starts for the first half of 2016.

Multifamily construction activity is generally a smaller share of the overall residential market, primarily due to the state's low population density and high homeownership rate. Apartment construction peaked in 2007 and has been relatively limited in recent years. Monongalia County has seen the most notable multifamily construction activity over the past two years as a direct result of the new University Place and University Park developments, as well as some smaller private apartment developments in the area.

NONBUILDING AND NONRESIDENTIAL CONSTRUCTION

Although the residential construction segment has experienced a relatively mild recovery, nonbuilding activity in the state has remained weak for the past couple of years. Nonbuilding typically consists of infrastructure projects such as highways, bridges and water/

sewer systems, as well as utility distribution systems. Generally, these projects are backed by federal, state and/or local governments' capital funding sources and often have long lead times between approval and the physical construction occurring. With tax collections in West Virginia struggling to grow as the coal industry's downturn has affected both income and severance tax revenue and the only-recently settled congressional gridlock over the multi-year transportation funding bill, infrastructure spending has been put under significant stress in recent years.

Spending on new nonbuilding projects totaled just below \$500 million in West Virginia during the 2014 calendar year, representing a 35 percent drop from the previous year and is one-fourth of the spending that took place for new projects started in 2009. After surpassing \$2.2 billion in 2013, spending on new nonresidential construction projects fell to approximately \$750 million and once again the growth was concentrated in Monongalia County where projects such as the construction of the baseball stadium, new outpatient center for WVU Hospitals and other projects totaled more \$420 million. One very notable nonresidential project, the \$500 million Procter & Gam-

ble manufacturing facility in Berkeley County, had its official groundbreaking in the late fall of 2015 and will provide a major boost to activity as the site is developed and built out through 2017.

HOUSE PRICES

Although West Virginia experienced a downturn in house prices after the housing bubble burst, the rate of house price deflation was much smaller compared to the majority of other states in the U.S. Indeed, the overall peak-to-trough decline in home prices in the state was approximately 6.8 percent, compared to an 18 percent decline for the U.S. Since bottoming out in the second quarter of 2011, prices for single-family homes in West Virginia have rebounded by less than 10 percent compared to a 16 percent gain for the nation as a whole over that same time period.

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

As house prices have started to recover nationally, prices within many of the state's largest markets have also shown signs of improvement. According to Federal Housing Finance Agency data, the Parkersburg and Weirton metro areas have seen price declines in the past two years while the Cumberland MSA has only registered the slightest of gains in the past two years. Not surprisingly, the strongest growth in house prices since mid-2013 has generally taken place in those parts of the state that are connected to rapidly-growing

areas in the Greater Washington area or those experiencing growth associated with the natural gas industry.

SECTOR OUTLOOK

After an up-an-down performance over the past few years, the forecast calls for the construction sector to see average annual growth of 1.8 percent through the end of 2020. However, growth will not be spread evenly across the sector and much of the growth will occur in the 2016 to 2018 time frame as the energy industry will see several key projects proceed. Barring legal setbacks, several mid- to large-scale pipeline projects are slated for construction within the next two to three years that will alleviate the supply glut of natural gas in the Mid-Atlantic. In addition, the \$500-million combined cycle natural gas power plant in Moundsville is expected to employ more than 500 construction workers in its multi-year construction process projected for completion in 2018.

At the same time, commercial projects outside the energy sector will support the construction sector, but as with energy-related development, many of these other projects will be concentrated in the state's northern half. First, Procter & Gamble's new \$500 million manufacturing facility in Martinsburg will require several hundred construction workers through its completion in 2017. Furthermore, ongoing expansion of Ruby Memorial Hospital, new academic buildings and several upgrades to athletic facilities both on and off the West Virginia University campus in Morgantown will also bolster activity within the state's construction sector work.

For residential construction activity, the forecast calls for single family housing starts in West Virginia to rise at a moderate rate in the upper single-digits during the outlook period and for very mild appreciation (1 percent annually) in existing home prices. Healthy rates of in-migration and rising per capita incomes will support housing demand and put upward pressure on prices in the state's higher growth areas. By comparison, portions of the state where prospects for economic growth are much more

limited and/or the population is expected to decline, supply and demand conditions will be such that house prices will remain stable at best.

Publicly-funded infrastructure spending in West Virginia, as well as other states, will remain under pressure during the forecast horizon. Funding sources, namely the state and federal highway trust funds, have and will likely remain strained by weak gasoline excise tax collections and other forms of lackluster revenue growth. In addition, though prospects for long-term projects have improved thanks to the passage of a multi-year federal transportation bill, known as the "Fixing America's Surface Transportation (FAST) Act," some uncertainty remains. In particular, attempts at broader federal tax reform and other plans connected to reducing the federal debt could have a significant effect on the availability of future funding for highway construction and other infrastructure development in the state.

Dr. John Deskins serves as director at the Bureau of Business and Economic Research at West Virginia University, leading the Bureau's efforts to serve the state by providing rigorous economic analysis and macroeconomic forecasting. Deskins holds a Ph.D. in economics from The University of Tennessee. His research has focused on U.S. state economic development, small business economics, and government tax and expenditure policy.



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



A NEW WAY TO PAY



Public-private partnerships increase government buying power and offer companies safe, long-term investments.

by Kris Wise Maramba

(Article reprinted with permission from the November/December 2015 issue of *West Virginia Focus* magazine.)

In Joplin, Missouri, where a 2011 tornado caused billions of dollars in damage and destroyed more than 7,000 homes, city leaders are trying to figure out how to provide more affordable housing to their displaced and growing senior population. At the Indianapolis International Airport, officials want to make improvements to their aging wastewater and stormwater systems, including finding a better way to dispose of chemicals used to de-ice planes. And in Maryland, county and city politicians, government planners, and transportation officials have banded together to build a 16-mile light rail line that would connect the areas of Bethesda and New Carrollton. They're all great ideas for communities struggling to provide new or improved services to their citizens.

But how to pay for them? It's the multimillion dollar question. In many of these places, private businesses already are lining up to help provide an answer. Enter the P3: the public-private partnership.

Government bodies are looking to team with private industry to finance and develop public works projects that might otherwise put too big a drain on a government's budget or create too much long-term debt for taxpayers to swallow. For the private sector, it's a way to get involved in high-profile projects with reliable partners. In exchange for assuming the risks involved with fi-

ancing and development, businesses usually can count on regular payments from their government partners. And, in the end, they typically get to share any profits.

For the private sector, it's a way to get involved in high-profile projects with reliable partners. In exchange for assuming the risks involved with financing and development, businesses usually can count on regular payments from their government partners.

In West Virginia, the method already has been tested on several major road projects, including a three-mile stretch of the Coalfields Expressway near Mullens and the final segment of U.S. 35 in Putnam County. Colleges and universities are also relying more on P3s to expand campuses while dealing with stagnant state budgets and avoiding huge tuition hikes on students.

MAKING ROOM

When officials at West Virginia University were faced with an unprecedented surge in enrollment a few years back, sticking to the status quo wasn't an option. There just weren't enough places for 29,000 students to live, says Narvel Weese, vice president of finance and administration at WVU. That, and the available options weren't

altogether pleasing to students and their families. "We had parents who were frustrated that we had limited or no capacity to offer housing or, more specifically, apartments to students who had finished their freshman year," Weese says.

Dealing with some of Morgantown's landlords and navigating a web of older and sometimes subpar rental properties was turning off prospective students. "We concluded the age of our existing housing systems were such that we were either going to have to make significant investments on the university side or come up with an alternative way to replace existing inventory or create new inventory," Weese says.

WVU needed "new and innovative ways to manage our demands and expectations," he says. And it needed them fast. That's where the P3 came in. To build College Park, a 567-bed mixed-use residential facility that opened last year, WVU partnered with American Campus Communities, a Texas-based firm that has developed billions of dollars of student housing around the country.

The college and contractor entered into a 40-year lease agreement, with American Campus Communities taking on the construction loan with United Bank to pay for the \$44.2 million project. The firm and the university



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Transportation Secretary Paul Mattox, U.S. Rep. Evan Jenkins, Gov. Earl Ray Tomblin and U.S. Senator Shelley Moore Capito were some of the state and local leaders that took part in a groundbreaking ceremony for the final stretch of Route 35 which is being constructed by Bizzack Construction, LLC of Lexington, KY. Second from right is the late Senator Charles Lanham, a long-time supporter of the upgrade of Route 35.

now jointly manage College Park and split 50/50 any revenues left over after loan payments and operating costs are covered.

SHARING THE LOAD

One of the most attractive aspects of that split, says Weese, is “there is also a strong financial incentive working with our private partners to operate in a very efficient manner.” At the end of College Park’s first operating year, the net profit was about half a million dollars. That’s part of the attraction for private industry to join in these partnerships. They’re usually fairly solid investments that see stable returns.

For the state’s largest university, the benefits were straightforward. WVU can pay for its share of project costs through operating revenue without tying up tuition or state money. And, “it allows WVU to focus its debt capacity on other things,” Weese says. Just in the past few years, WVU has used public-private partnerships to finance and build University Park, a \$90 million, 1,310-bed residence facility, and University Place, a \$70 million mixed-use retail and residential center and 550-space parking garage that was the brainchild of private developers.

The newest project to employ the

public-private partnership is the \$25 million Evansdale Crossing, another mixed-use facility with elevators and covered stairs designed to connect the upper and lower parts of the Evansdale Campus with the PRT line. It includes several restaurants, a coffee shop, bar, a student services office, and the Reed College of Media’s new Innovation Center.

For this project, WVU partnered with Fresh Capital, a real estate investment group with developments around the country. It’s a complex deal: WVU owns the property and leases it to Fresh Capital, which borrowed money and constructed the facility. The company leases most of the building back to WVU, which essentially acts as a tenant. According to the terms, at the end of the 40-year lease, WVU owns the building outright.

“It’s not unique to the rest of the country, but it is to West Virginia,” says Brian Helmick, an attorney with Charleston law firm Spilman Thomas & Battle, which consults with WVU and other entities on the development of these partnerships. The university says that by the end of the 40-year agreements, all its existing public-private projects will have generated more than \$81 million in tax revenue for local and state governments. “This is a great model

for the state,” Helmick says.

West Virginia has been trying to delve deeper into public-private partnerships for quite some time. Marshall University was the first to try it almost a decade ago, partnering with an Alabama firm to build almost \$90 million worth of new facilities, including a recreation center. Another major step came in 2013 when legislation passed allowing transportation officials to use money from the state road fund for P3s to build roads that cost more than \$20 million.

The use of P3s for public works projects is not, however, without controversy. The PPP in Infrastructure Resource Center has identified several risks, including the cost of bidding and financing a project potentially being higher for private companies than for government agencies. An additional worry is that private firms involved in a P3 can often be more motivated by financial incentives than desired social impact.

“It’s a project-delivery system,” says Brent Walker, spokesman for the state Department of Transportation. “Prior to this concept we had to wait until we

had all the money budgeted.” When you’re talking about a \$187 million road project, such as the final 15-mile stretch of U.S. 35 in Putnam County, it could take many years for that kind of money to be built into the budget. Transportation agencies are also plagued with fluctuations in materials costs and weather issues that can hold up a project and then lead to spikes in overtime costs when a deadline nears. “With (a P3), we get consistent, stable payments over the course of the project, and any fluctuation up or down would be absorbed on the private side by the contractor,” Walker says.

THE COST OF COMPETITION

The use of P3s for public works projects is not, however, without controversy. The PPP in Infrastructure Resource Center, a venture of the World Bank, is studying the use of public-private partnerships around the globe. The group has identified several risks, including the cost of bidding and financing a project potentially being higher for private companies than for government agencies. An additional worry is that private firms involved in a P3 can often be more motivated by financial incentives than desired social impact.

“A P3 project does obligate future highway funds for the life of the construction project, typically three to five years. Without additional funding for the state road fund, these obligations will result in fewer miles of roads being paved and deferred maintenance or replacement of small bridges and striping and guardrail projects.”

In West Virginia, one point of contention is that, so far, most of the road projects using P3s have involved huge contracts that were awarded to large, out-of-state firms. With the U.S. 35 project, the largest road contract in the state’s history, the transportation department partnered with Bizzack Construction of Kentucky.

“At (\$187 million) for a P3 project, smaller West Virginia companies are eliminated from bidding, which limits the number of contractors, thus limiting competition,” says Mike Clowser, executive director of the Contractors Association of West Virginia. “When contractors must put financing costs in their bids, this further limits the number of contractors who can bid on WVDOH projects.”

Clowser also raised concerns that the state’s ability with P3s to undertake mammoth new construction projects might sideline smaller road projects and routine maintenance on existing public works.

“A P3 project does obligate future highway funds for the life of the construction project, typically three to five years,” he says. “Without additional funding for the state road fund, these obligations will result in fewer miles of roads being paved and deferred maintenance or replacement of small bridges and striping and guardrail projects.”

Clowser noted that P3s must be explored in some capacity because the funding crisis for roads is severe and there is a “critical need to improve our state’s roadways and bridges,” he said. “The good news is that the project is getting done and the WVDOH has worked to ensure the P3 projects are carried out in an accountable and transparent manner,” he says.

Walker at the transportation department says the state is only just beginning to explore the potential of public-private partnerships. “We definitely see it as the way in the future to help fund and finance some of our largest projects.”

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2015 ANNUAL REPORT



Even though this year presented many challenges for the construction industry, the CAVV is committed to prioritizing the issues facing contractors in West Virginia and to growing the construction economy.

We are very aware that West Virginia's construction employment continues its decline. In October, West Virginia lead the nation in the highest percentage of construction jobs lost in a year's period, a ranking the state has held for over 18 months. The state's construction employment dropped 17.3 percent – 5,800 jobs – from October 2014 to October 2015 while nationally construction job growth rebounded as 43 states and the District of Columbia recorded employment increases from a year earlier. This is why the CAVV strongly promotes the correlation between investing in West Virginia's infrastructure to creating jobs and economic development.

A study commissioned by the association shows that West Virginia could realize close to 10,000 jobs and generate nearly \$1 billion in economic output if we adequately fund the state's crumbling highway and bridge infrastructure. The report, "The Economic Impact of an Annual \$500 Million Increase in Highway and Bridge Construction Investment in West Virginia," also concludes an improvement in West Virginia's transportation network would provide long-term benefits for businesses and users, including improved safety, lower operating costs, reduced congestion and an increase in both mobility and efficiency. Media outlets statewide detailed the report, which was released at a news conference held in March at

the State Capitol during this year's legislative session. All legislators were provided a copy of the report.

The CAVV continues to promote investment in many critical environmental and public health needs by providing safe drinking water and wastewater treatment facilities to citizens throughout West Virginia. Modern schools are crucial to future economic development as well as providing a trained workforce, which is why we advocate for funding for the state's school building program.

Our committees have been extremely busy this year to collectively work on issues that benefit our members and the industry. The Joint Architects Committee supports common-sense procurement reforms to improve the delivery of state construction services that benefit state agencies and taxpayers by providing a level playing field for all contractors. A recent rule which prohibited change orders on construction projects from being performed before final approval could have impacted negatively many construction projects. The committee worked with state agencies and elected officials to get an emergency rule approved to resolve the problem until a permanent solution could be found. Our joint committees for highways and utilities continue their good work to make sure our members' concerns are heard and addressed in a positive manner.

Getting younger members of the CAVV involved in our committees and activities will be one of my major goals as president. We have already changed the focus by naming our young contractors committee the Young Contractors Forum (YCF) to better fulfill the need to cultivate the next generation of leaders in the construction industry as well as the association. The group has already been active by hosting a number of educational and network-

ing functions. The YCF is also involved with some philanthropic ventures, including a "Toys for Tots" golf outing. My hope is that all CAVV members will encourage at least one of their up and coming young employees to participate in the Young Contractors Forum to give them an opportunity to learn and to develop skills that will lead to success in their company, the association and our industry.

As the "Voice of Construction in the Mountain State," the CAVV will continue to represent our members on a broad spectrum of important issues. We will continue to advocate for the interests of the entire industry, fighting for a business-friendly legislative agenda that will stimulate West Virginia's economy while creating thousands of jobs in construction and throughout the entire economy. We will continue to support common-sense reforms that will allow greater investment in infrastructure and workforce development, all while opposing costly and unnecessary regulatory burdens and unfair policies.

This year's annual report is a small sampling of the issues addressed this year by this association for the good of our industry. We could not be successful if not for the support and participation of every member of this great organization. I encourage everyone to become involved in a committee, task force or attend a meeting. I think you will see the benefits of belonging to the Contractors Association of West Virginia.

Sincerely,

Dan Cooperrider
President

POLITICAL INVOLVEMENT: IT'S ALL ABOUT JOBS

The CAVV and its members have worked diligently through the years shaping the issues that impact the state's construction industry. New leadership this year in the West Virginia Senate and House of Delegates pushed forward a number of legal reform bills supported by the business community, including legislation long promoted by the CAVV. H.B. 2002, the comparative fault bill, known as joint and several liability, makes each party responsible only for their proportional share of liability. Prior to passage, CAVV members have been held liable for a large portion of damages regard-

less of their percentage of fault. A number of other legal reform bills were passed as well.

The CAVV continued its policy to promote the message that infrastructure investment equals job creation. There were numerous bills affecting highways and transportation but declining state budget revenues made it difficult to provide little new revenue for state construction projects. Legislation to allow counties to develop their own funding mechanisms for highways, increasing registration fees and bonding measures did not pass, nor did bills that would have reduced funding for West Virginia's highway system. Proposals to divert revenue from water and sewer facilities

and schools did pass but at a much smaller level than what was proposed. With the state's budget deficit in 2016 estimated at \$300 million, the CAVV and members will have to be even more effective in the upcoming legislative session in equating infrastructure investment and jobs.

Legislators modified the state's methodology for determining the state's prevailing wage after agreeing to a proposal to not totally repeal the prevailing wage law, revised the above ground storage tank law to make it more workable, passed new safety rules for operations around surface and below ground quarry operations, exempted municipal water

and sewer subdivisions from WV Public Service Commission ratemaking and certificate of need jurisdiction in an effort to expedite projects to construction, and passed a bill prohibiting governmental entities from imposing a Project Labor Agreement (PLA) on a publicly funded construction contract.

The CAWV's Legislative Action Center, powered by BIPAC, gives members instant contact with their senators and delegates when issues arise affecting our industry. Over 300 individual contacts with legislators were made this year by members with the help of this powerful tool.

LEGISLATURE PASSES NEW QUARRY SAFETY RULES

A task force of the West Virginia Crushed Aggregates Council and the West Virginia Office of Miners' Health, Safety and Training worked for over a year to revise safety rules for above ground and below ground quarries. The West Virginia Legislature passed this session "Rules Governing the Safety of Those Employed In and Around Quarries in West Virginia." Regulatory agencies, quarry operators and their workers were often put in the position of having to interpret requirements dealing with quarries. This ambiguity created automatic conflicts between the regulatory agencies of the U.S. Mine Safety and Health Administration, OSHA and WVMHS&T. The rules went into effect July 1, 2015.

STUDY SHOWS ENTIRE STATE WOULD BENEFIT FROM ADDITIONAL ROAD CONSTRUCTION FUNDING

The CAWV commissioned a report released during a news conference at the State Capitol in March that shows the benefits of having an additional \$500 million annually in highway funding. The study, conducted by the American Road and Transportation Builders Association, shows that West Virginia could create nearly 10,000 new jobs and generate close to \$1 billion in additional economic output due to increased gross state product. Notably, 47 percent of the new jobs would be in sectors other than highway construction, adding about \$296 million in wages. The improvement in West Virginia's transportation network would provide long-term benefits for businesses and users, including improved safety, lower operating costs, reduced congestion and an increase in both mobility and efficiency.

"The study confirms what most residents in the state already know," said Alison Premo Black, senior vice president for ARTBA and author of the report. "West Virginia is in urgent need to invest in its highways and bridges.

There are significant challenges in West Virginia," she added. "The roads and bridges conditions are some of the worst in the country. There is an immediate need." In addition to the safety issues that accompany poor roads and bridges, Black pointed to economic benefits of the suggested investment. "It would affect all sectors of the economy, not just in construction. This is an investment that would create a ripple affect all over major industries in West Virginia. She also stated that a lack of investment would "choke economic growth and have a significant negative impact." To view the "The Economic Impact of an Annual \$500 Million Increase in Highway and Bridge Construction Investment in West Virginia," go to the CAWV website at www.cawv.org.

ASSOCIATION PARTICIPATES IN TOWN HALL MEETING ON 'WOTUS'

The CAWV participated in a town hall meeting to discuss the U.S. Army Corps of Engineers and U.S. Environmental Protection Agency's new rule regulating local water ways and Attorney General Patrick Morrisey's legal challenge to it. Known generally as the "Waters of the United States" (WOTUS), the rule would extend EPA and the Corps of Engineers' regulatory jurisdiction to a number of small bodies of water, including roadside ditches and short-lived streams, or any other area where the agencies believe water may flow once every 100 years. The CAWV expressed concern that many construction projects and future development projects would be negatively impacted by the rule as proposed.

APPROVAL OF EMERGENCY RULE RESTORES CONSTRUCTION CHANGE ORDERS TO PREVIOUS PROCESS

On Friday, July 31, 2015, Secretary of State Natalie Tennant signed Decision 8-15 to approve an emergency rule amendment to Title 148, Series 1 – Purchasing Division, which clarifies that change orders related to government construction contracts do not require prior approval. For years, contracting agencies were required to file construction change orders with the Purchasing Division in a timely fashion, but prior approval was not required. This action effectively restores the approval process for construction change orders to the previous process. The emergency rule became necessary on July 1, 2015 when amendments to Series 1 went into effect, which govern, among other things, change orders for contracts approved by the Purchasing Division. The amendments provided that all change orders must be approved by the Purchasing Division and Attorney General (as to

form) prior to commencement of work. If work was performed by a contractor prior to final approval, the contractor could not get paid for costs associated with the change order. The CAWV met with state officials to explain that, due to the unique nature of construction contracts, the required prior approval of change orders would require lengthy stoppages of work on active construction sites that would prove costly and unfeasible and would lead to increased costs for the taxpayer, state government agencies, contractors and others. In November, the Legislative Rule-Review Making Committee approved the rule change.

SCHOLARSHIP AND EDUCATION PROGRAM GROWS AGAIN

The CAWV's annual scholarship program continued its mission in 2015 by contributing a record \$16,000 to seven students pursuing careers in construction. This year's top winner, Kalee Murphey, a student at Fairmont State University, was joined by six other recipients from Marshall University, WVU, and Bluefield State College. The top award amount has been increased from \$5,000 to \$6,000 beginning in 2016. The CAWV Scholarship Foundation also supports several West Virginia career and technical schools each year.

NEW PROGRAMS ADDED TO ASSOCIATION BENEFIT PROGRAMS TO SAVE MEMBERS MONEY

The CAWV is always looking for ways to save members money and increase their competitive edge. The addition of new programs from Expedia and Sherwin Williams added even more ways to save money and take advantage of association membership. For a complete list of the money saving programs available, including BrickStreet Insurance, Verizon, Enterprise Fleet Management, Fastenal, vehicle manufacturers' rebates and Staples, go to the CAWV's website at www.cawv.org and the AGC website at www.agc.org/member_discounts.

CAWV, AGC AND BRICKSTREET EDUCATING MEMBERS TO WORK SAFER

The CAWV partnership with BrickStreet Insurance provides significant savings on members' workers' compensation insurance costs. The program provides a discount on premiums to contractor members with a three-year loss ratio of 65% or less. The program is also a great resource for safety training programs. In 2015 CAWV members had access to OSHA 10 hour courses and a detailed trenching and excavation seminar that included guest speakers from Charleston Fire

and Rescue and OSHA. The seminars were all co-sponsored by the CAWV Safety Committee and BrickStreet.

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

CAWV REGIONAL MEETING SHOWCASED NEW ENGINEERING COMPLEX AT MARSHALL

The annual CAWV Regional Meeting took place October 1 in Huntington. The meeting gave members the opportunity to learn about the new Arthur Weisberg Family Applied Engineering Complex at Marshall University, as well as build relationships in the industry. A number of area legislators attended the regional meeting. Tours of the new \$56 million complex were given by current Marshall University engineering students.

YOUNG CONTRACTORS FORUM MIXES SOCIAL, EDUCATION AND GIVING BACK INTO THEIR ACTIVITIES

Young Contractors Forum Chairman Josh Booth has worked to increase the number of participating members by offering a mix of activities. In September, a group of YCF members kayaked on the Coal River and listened to Roger Wolfe, West Virginia Department of Environmental Protection, as he spoke to the group about the stream restoration projects that are ongoing on the river. In October, the YCF partnered with the "Toys for Tots" program to hold the annual fall golf outing at Little Creek Golf Course. The event, in its third year, had the largest turnout to date of 72 golfers and brought in a large amount of toy donations. The YCF November event, held at Buffalo Wild Wings, had a large turnout of members who listened to a presentation on generational differences in the workplace. The YCF has several exciting events planned for 2016.

NATIONAL ASSOCIATIONS WORKING TO STRENGTHEN CONSTRUCTION INDUSTRY

The Associated General Contractors (AGC) of America and the American Road and Transportation Builders Association (ARTBA) represent CAWV members and the construction industry in Congress and throughout the

nation. Both associations are working toward reauthorization of a multi-year federal highway bill, health care reform and promoting a positive image for the construction industry. AGC's CEO Stephen Sandherr was recently named one of nation's top lobbyists by *The Hill* newspaper for his work on behalf of the construction industry.

John Boyle, Mountaineer Contractors, Inc., Kingwood, was elected Second Vice President of ARTBA's Contractors Division at the organization's annual convention held in Philadelphia in September. ARTBA continues to push for a multi-year highway bill to replace America's aging transportation infrastructure.

TECHNICIAN REFRESHER COURSES OVERHAUL

The CAWV has conducted WVDOT technician refresher courses for over 50 years. The program has provided certification and training for thousands of industry people working on highway projects. A few significant changes will be implemented in 2016 by the WVDOT that will be of particular interest to our asphalt paving members. Section 401.6 of the WVDOT's Standard Specifications will require each paving crew to have a certified Asphalt Field Technician (AFT) on the project during paving operations. APAWV, the CAWV and WVDOT have been offering this training and certification for a few years in advance of it being required. The name of the course has been changed to Asphalt Field and Compaction Technician (AFCT) Refresher Course to reflect that this individual can also perform nuclear density testing on asphalt.

The current compaction technician certification is also undergoing an overhaul. The new name of this course is Soil and Aggregate Compaction Technician Refresher Course to reflect that this program will no longer cover asphalt compaction. The compaction testing of asphalt pavements is being moved to the responsibility of the new Asphalt Field and Compaction Technician. Industry and the highways department agreed that certified compaction technicians can still perform asphalt compaction testing until December 31, 2017. The CAWV and WVDOT provide certification courses in six different categories between January and March each year.

WVDOT LETTINGS LIVE ON THE WEB

Members can listen to live WVDOT highway lettings through a new complimentary broadcast service provided by the Asphalt Pavement Association of West Virginia. The

service allows contractors, subcontractors and suppliers the option to view live letting results and listen over the internet, or to call in by phone to listen to the letting proceedings. Either way, members will know immediately whether they are the low bidder on the highway project. Members can link from the WVDOT website or log in at www.asphaltwv.com.

WVDOT JOINT COOPERATIVE COMMITTEE NETWORK WORKS

The CAWV/WVDOT/FHWA Joint Cooperative Committee, likely one of the association's longest standing committees, continued its partnering efforts in 2015. This committee is supported by six subcommittees and various task forces that address specifications; publications; asphalt; concrete; construction; and aggregates. It works on issues impacting the design, construction and maintenance of our highways and bridges.

The WVDOT will continue to reimburse contractors for Business and Occupation (B&O) taxes on change orders while the committee further examines ways to address the department's concern over cost of pyramiding tax payments. Several CAWV members are assisting the WVDOT with beta testing of Project Bids, software that will soon replace Expedite. The WVDOT's growing use of technology also includes BidExpress, a smaller version of BidX, for use on purchase order type contracts. Contractor access to SiteManager is also anticipated for 2016, an advance supported by industry. Industry also supported a specification change to Section 640.4 that will be included in the 2016 Supplemental that will eliminate copiers, fax machines and computer systems from field offices in future projects.

The Publications Subcommittee will soon publish an updated Standard Details Volume 1 and has begun work on Volume 3. The Specifications Subcommittee has been meeting monthly to discuss Project Specific Provisions, Special Provisions, and items to be included in the 2016 Supplemental Provisions. A task force also continues to discuss changes to the WVDOT Contractor Prequalification process. Over 20 CAWV members participated in the WVDOT Construction and Materials conference this year. Some members served on the contractor panel, while others gave presentations on specific construction and materials topics. All of these activities are geared to providing a better quality of construction at a reduced cost to West Virginia taxpayers.



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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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WEST VIRGINIA

Vendor Procurement Guide



Provides Helpful Information for Businesses Participating in the State Purchasing Process

The West Virginia Purchasing Division's Vendor Procurement Guide was recently modified rather extensively due to recent changes both in legislation and technology and/or systems. The guide mirrors the state Purchasing Division Procedures Handbook, which is geared to state agency purchasers.

Diane Holley-Brown, assistant director for the Purchasing Division and director of communications for the Department of Administration, said, "Focusing on our vendor community in our Vendor Procurement Guide, our goal is to provide helpful information for businesses interested in participating in the competitive purchasing process in West Virginia state government."

The Vendor Procurement Guide, which is available on the West Virginia Purchasing Division's website at www.WVPurchasing.gov, serves as a valuable resource guide on purchasing procedures for current and potential suppliers and contractors to the state of West Virginia. Due to recent changes in state law and rules, this resource guide was recently revised to provide updated information relating to how vendors may participate in the state competitive purchasing process.

"The Purchasing Division offers this Vendor Procurement Guide to our business community in order to provide in-

formation on registration, bidding and general contracting practices," said Purchasing Director David Tincher. "It is our goal to encourage as many businesses as possible to participate in the state's competitive bid process."

Several changes were made recently to the Vendor Procurement Guide which related to the implementation of wvOASIS, a system that replaced more than 100 of the state's legacy systems, such as TEAM and the West Virginia Financial Information Management System (WVFIMS).

Other revisions related to changes in law and rule which affected procurement processes are now included in this new version.

Detailed explanation of the new procedures related to change orders is addressed, which states that, in accordance with the West Virginia Code of State Rules 148-1-6.8, any change to existing contracts that adds work or changes contract cost, and were not included in the original contract, must be approved by the Purchasing Division and the Attorney General's Office (as to form) prior to the implementation of the change or commencement of work affected by the change.

An emergency rule promulgated in the Summer of 2015 also clarified that this

new change order procedure does not apply to construction contracts.

Administrative changes to contracts should be made in advance and approved by the Purchasing Division and the Attorney General's Office (as to form) prior to the implementation of the change. However, administrative changes may be made prior to being approved by the Purchasing Division and the Attorney General's office.

These administrative changes may include:

1. Changing a vendor name
2. Changing funding sources or accounting lines
3. Changing a vendor's address
4. Correction of a clerical mistake made by the State
5. Adding a renewal/extension year that was originally contemplated in the contract, provided that no new commodities/services or increases in price are included.
6. Contract closeout where quantity required was originally unknown or estimated, unit prices were included in the original contract, unit prices are not modified as part of

the change order, and the quantity required was less than originally anticipated.

7. Inclusion of the Notice to Proceed documentation.
8. Changes made to sheltered workshop contracts which fall under the state set-aside program.
9. Any other administrative change not included may be approved by the Purchasing Director on a case-by-case basis.


Procedural changes are also reflected in this version of the guide, which include disclosure of public records, online vendor registration, and protest procedures related to reverse auctions and master contract and direct order process.

To ensure consistency, the Purchasing Division also enhanced the listing of definitions in the Vendor Procure-

ment Guide to avoid any confusion in the meaning of the various terminology used in public procurement.


In addition to the Vendor Procurement Guide, the Purchasing Division offers training to suppliers and contractors in two primary methods: online vendor resource modules and webinars. The modules are located on the Purchasing Division's Vendor Resource Center at www.state.wv.us.

The vendor webinars are advertised through the wvOASIS Vendor Self Service (VSS) portal where bid solicitations are posted (www.wvOASIS.gov) as well as on the Purchasing Division's website at various locations, including the Vendor Resource Center and Vendor Registration webpages.


For additional information on vendor training opportunities, please call Samantha Knapp at (304) 558-7022 or e-mail Samantha.S.Knapp@wv.gov. 



Diane Holley-Brown, assistant director for the Purchasing Division and director of communications for the West Virginia Department of Administration, says the updated Vendor Procurement Guide is a helpful tool for anyone who participates in the state purchasing process.



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Rena Moles Joins CAWV, EXPO



The Contractors Association of West Virginia (CAWV) is pleased to announce that Rena Moles has joined the staff as Staff Assistant to the CAWV and the West Virginia Construction and Design Exposition (EXPO), effective January 5.

Rena's knowledge and experience of the construction industry will be beneficial to the association and EXPO, as she has worked with Rudd Equipment Company of Nitro and Walker Machinery Company of Belle, both long-time CAWV member firms, for nearly 20 years.

"We are pleased that Rena has joined the CAWV family," said CAWV Executive Director Mike Clowser. "She brings attributes to our staff that will

be of great benefit to our members and our organization."

Members can meet Rena at this year's EXPO, which will be held March 23-24 at the Charleston Civic Center in Charleston.

Moles, a native of Nitro, has resided in Elkview for 20 years. She can be contacted at 304-342-1166 or at rmoles@cawv.org.



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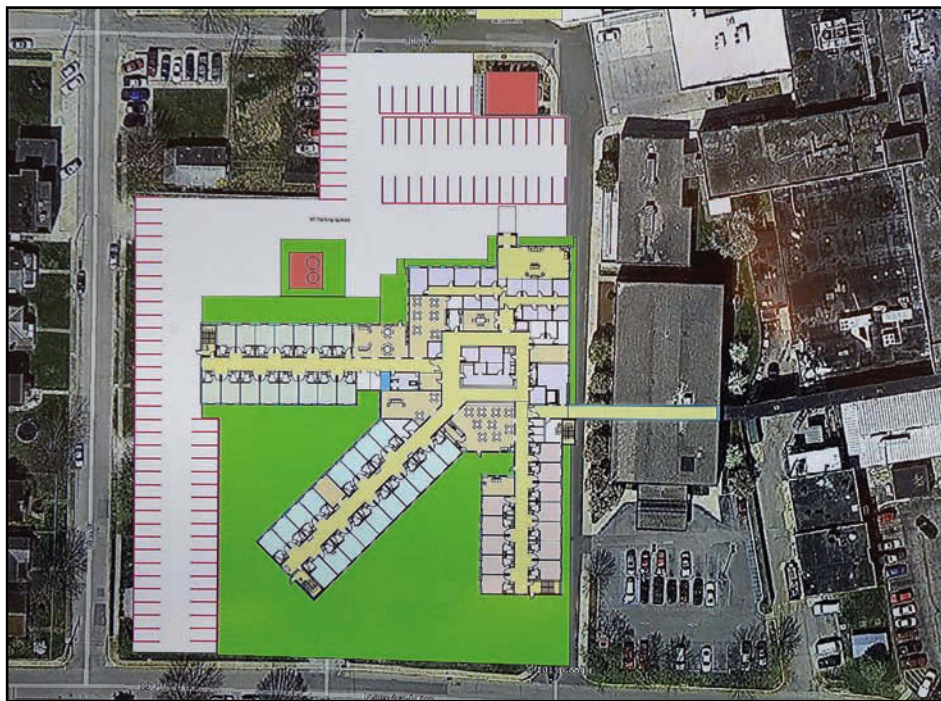
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CONSTRUCTION BRIEFS



Thomas Health System recently announced its plans to partner with local Stonerise Healthcare on a \$17 million post-acute care facility in South Charleston that will allow the hospital system to create a model of care coordination that will be the first of its kind in West Virginia. The proposed facility will be approximately 71,000 square feet and will specialize in six post-acute care arenas.

■ **Thomas Health System recently announced its plans to partner with local Stonerise Healthcare** on a \$17 million post-acute care facility in South Charleston that will allow the hospital system to create a model of care coordination that will be the first of its kind in West Virginia. Dan Lauffer, president and CEO of Thomas, said the partnership will allow the hospital system to coordinate a transitional-care model that will better serve patients' health care needs, help avoid unnecessary hospital re-admissions and promote economic growth for South Charleston. The facility will be constructed on the Thomas Memorial Hospital campus, and the system and Stonerise hope to begin the project in the summer, although they are awaiting approval from the West Virginia Health Care Authority. The proposed facility will be approximately 71,000 square feet and will specialize in six post-acute care arenas: pulmonary, cardiac telemetry, joint-replacement

rehabilitation, wound care, cancer/palliative care and long-term care...

■ **The West Virginia Health Care Authority recently announced a certificate of need has been issued to St. Mary's Medical Center** in Huntington for the construction of a \$9 million addition. The addition will house a hybrid operating room to be used primarily for cardiac-related medical procedures, including open heart surgery, vascular and general surgery procedures and a relocated, expanded post-anesthesia care unit. The proposed hybrid operating room will be "significantly larger" than the existing 13 general surgery and two cardiac surgery suites currently at St. Mary's. The \$9 million cost includes the costs of site preparation, engineering, consulting, direct construction and movable equipment. Construction on the hybrid operating room is expected to begin April 1, 2016, and be complete by Aug. 31, 2017...

■ **TEKNIA Group, based in Nagoya, Japan, recently announced that it will open** a marketing and research office in Charleston to explore the possibility of building an advanced manufacturing facility in West Virginia in the immediate future. Company officials selected West Virginia for its first North American operation, currently located in the business incubator space, owned by the Charleston Area Alliance. The precision machining and manufacturing company produces specially-fabricated metal parts for numerous industries, including some of the largest aerospace companies in the United States. Japanese investment in the state totals more than \$2.05 billion, with 3,317 jobs created. JPN Precision is the twenty-first Japanese company to locate in the state...

■ **Officials in Monroe and Greenbrier counties have predicted a "positive economic outlook"** for 2016. Monroe County has a few special projects planned for the upcoming year. One major project is the construction of a water line from Union to the United Technologies Corporation's aerospace systems manufacturing plant 2 miles up the road. The project will allow for expansion of the plant, which will mean more jobs. The \$2.5 million water project is being funded through a unique public/private partnership that involves a substantial contribution on the part of UTC, as well as investments of local and federal money...

■ **The Nath Sculpture Garden project at the WVU Art Museum includes the construction** of the garden area, excavation and fine grading, concrete and masonry work, extensive landscaping including planting beds and seeding, electrical work and storm utilities. Low bidder on the project was **Green River Group, LLC** of Morgantown

CONSTRUCTION BRIEFS

for \$397,592. Other bidders included Manheim Corporation for \$427,000, **High Point Construction Group, LLC** of Buckhannon for \$432,000, Huffman Corporation for \$490,000, and **Anderson Excavating, LLC** of Morgantown for \$495,722...

■ **Improvement projects costing around \$8 million is planned for Oglebay and Wheeling parks.** The project list includes a \$5.5 million renovation of Oglebay Park's Wilson Lodge, including a new wellness area, coffee shop, and a new fitness center at the resort, as well as a new condenser and compressor to support the Wheeling Park ice rink...

■ **The renovation project of both North and South dorm towers at Concord University** consists of a newly designed exterior façade,

new roofs, windows and carpet, upgrading bathrooms and installing the buildings' first air conditioning system. **Paramount Builders, LLC** of St. Albans was low bidder on the project for \$13,255,000. Architect on the project is **Silling Associates, Inc.** of Charleston...

■ **Columbia Gas Transmission has filed an application with the Federal Energy Regulatory Commission** for a natural gas pipeline project in West Virginia and Virginia. Parent companies Columbia Pipeline Group Inc. and Columbia Pipeline Partners LP said recently that Columbia Gas is proposing to construct and operate two compressor stations, replace 26 miles of pipeline along existing corridors and built 2.9 miles of new pipeline in the two states. If it receives regulatory

approval, construction on the \$850 million WB Xpress Project would begin in 2017 and start deliveries in the second half of 2018. The companies also say in a news release that FERC has approved an application for the construction of five miles of new pipeline, modifications to existing compression facilities in Kanawha County and safety technology enhancements...

■ **The West Virginia State Capitol had an increase in security for this year's legislative session.** The multiple public entrances for visitors to the capitol were reduced to just two located in the middle of the east and west wings of the building. State Capitol Police, with the help of ten additional employees, supervise the screening locations. The security entrances operate much



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like airport and courthouse security locations, bags are X-rayed and visitors have to walk through a metal detector. Capitol workers who have swipe cards are allowed to continue to enter the building through other doors...

■ **A project to demolish three dams along the West Fork River in Harrison County will** continue despite the commission's refusal to issue a permit the agencies applied for. As planned, the project would see the demolition of the Highland, Two Lick and West Milford Dams, along with the renovation of the Hartland Dam on behalf of the current owners, the Clarksburg Water Board (CWB). The agreement signed between the two parties would allow the CWB to rid their liability that comes with those three dams and

the U.S. Fish and Wildlife would be able to restore to the river for the purpose of protecting the habitat of endangered species. Some residents along the river, with the support of the county commission, have opposed the project, wanting to see the current water levels in tact for recreational purposes. Others want the dams for agricultural purposes, such as the natural fence it provides for livestock and the water supply. Despite not needing the Harrison County permit, the project is still waiting on a permit from the state West Virginia Department of Environmental Protection before it can proceed...

■ **According to the West Virginia Division of Highways, crews are working to** separate the electrical systems for the blue lights that ex-

tend along its upper truss and the white lights found in many other areas of the Market Street Bridge in Follansbee. The blue lights were shut off in 2014 after the Coast Guard reported barge pilots complained they disrupted their navigational lights while near the bridge. Plans call for the barge pilots to use a radio frequency to deactivate and reactivate the blue lights as they pass the span. Similar technology is used by airplane pilots to activate runway lights as they approach runways at some smaller airports. The move saves the airports the cost of employing ground crews to activate the lights at night. The white lights along the span's towers, cables and walkway won't be affected by the radio signals. **Bayliss & Ramey, Inc.** of Fraziers Bottom is performing the work and was the contractor that

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installed the lights when the bridge was renovated in 2011. A surprise addition made as part of a \$13.7 million improvement project, they were intended to complement the span's new blue and yellow color scheme, which was favored among four choices put to the public in an online survey...

■ **The Prichard intermodal facility is open for business.** West Virginia officials expect the facility, known formally as the Heartland Intermodal Gateway, to be a truck-rail transportation hub for southern West Virginia, eastern Kentucky and southern Ohio. The first few containers have been moved onto the site for eventual shipment to the Toyota Motor Manufacturing West Virginia plant in Putnam County. Prichard is along Norfolk Southern's Heartland Corridor, which opened in 2010 as part of a public-private partnership among Norfolk Southern, Virginia, West Virginia, Ohio and the federal government to create the shortest, most efficient and environmentally friendly route to transport intermodal freight between the Port of Virginia and Midwest consumer markets. Shipments are by containers that can be transferred from truck to rail. Constructed by **Mountaineer Contractors, Inc.** of Kingwood, the facility gives West Virginia shippers a direct connection to the international port at Norfolk and the interior markets of Cincinnati and Chicago. The U.S. federal government has invested \$12 million in the Prichard facility with the state of West Virginia investing another \$4 million...

■ **Five brownfields projects in West Virginia have received grant funding from the Claude Worthington Benedum Foundation.** The former Brooke Glass project in Wellsburg and the former TS&T Pottery site project in Chester, both owned by the Business Development Corporation of the Northern Panhandle;



The Prichard intermodal facility, constructed by Mountaineer Contractors, Inc. of Kingwood, was created to provide businesses with a truck-to-rail transfer facility along the 530-mile Heartland Corridor that runs from the Port of Virginia in Hampton Roads, Virginia, through West Virginia to Chicago. Construction began in 2010 and totaled over \$30 million.

Shinnston Activities Park in Shinnston; Spencer's Landing in Vienna; and Staats Hospital in Charleston each will receive a \$3,000 West Virginia Redevelopment Collaborative FAST Track program mini-grant plus technical assistance. The announcement was made at a recent WVRC event at Stonewall Jackson State Park. WVRC is housed in the Northern West Virginia Brownfields Assistance Center in Morgantown. The goal of the FAST Track program is to build upon the momentum of redevelopment planning by creating project financing and marketing strategies for projects to accelerate existing sites into successful redevelopment...

■ **The West Virginia Division of Highways recently closed the Aetnaville Bridge** between Wheeling Island and Bridgeport, Ohio, after an inspection report revealed severe deterioration. West Virginia Transportation Secretary Paul Mattox im-

mediately ordered the span closed after reviewing the engineer's report. It showed such severe deterioration that Mattox was concerned extreme cold temperatures could put the span at risk of falling under its own weight at any time. The 125-year-old bridge - which connects Wheeling Island with South Zane Highway off of Ohio 7 - has been closed to vehicle traffic since 1988, but it has remained well-used by bicyclists and pedestrians...

■ **Ground could be broken soon for a new facility designed to help visitors experience the Hatfield-McCoy Trail** in Mercer County. After considering different locations, a selection committee has chosen the Coaldale site, also known as the former Blizzard property, off U.S. Route 52, for a trailhead facility. Still in the preliminary stage, the property still needs an environmental study and an appraisal. Once the preliminaries are complete, the property

CONSTRUCTION BRIEFS

will then be purchased through a \$500,000 West Virginia Recreational Trails Program grant awarded in 2015 to the Hatfield-McCoy Trail Authority. Once completed, the Hatfield-McCoy Trail trailhead will offer facilities for ATV tourists and other visitors...

■ **A Mercer County town recently began work to replace two historical memorial bridges:** the Yon-Peraldo Memorial Bridge and the Duhring Street Pony Truss Bridge, also known as the Kate Hewitt Memorial Bridge. Both single-lane spans go over the Blue-stone River. The Yon-Peraldo Bridge commemorates two men who built many of the handmade stone walls seen in the town. The Duhring Pony Truss Bridge commemorates Kate Hewitt, who lived in a stone house near it when it was constructed in

1914. Plans call for replacing both the bridges at the same time and will look like the originals as much as possible. Within walking distance of both bridges stands the former Bank of Bramwell where the project manager with the West Virginia Department of Highways and the contractor, **U.S. Bridge** of Ohio, set up their offices in the bank's vintage paneled lobby...

■ **Jefferson County's new \$4 million school bus garage is located in a renovated 52,000** square-foot building in the Burr Business Park. The building is five times bigger than the one it replaces. The old one held three buses, while the new one holds eight. There also are 8,000 more square feet of office space and 12,000 more square feet for bus repairs. There are 125 school buses in Jefferson County, including about

25 spares, but there was only room to park 70 of them at the old garage in Shenandoah Junction...

■ **The scope of work for the Tracy Vickers Community Center project in Chapmanville**, designed by E.L. Robinson Engineering Company of Charleston, consists of building a new 12,000 square foot facility. The facility will house the town community center, town hall offices and fire department. Low bidder on the job was Wolf Creek Contracting of Waterford, Ohio, for \$2.31 million, G&G Builders, Inc. of Scott Depot for \$2.37 million, RC General Contractors, Inc. of Charleston for \$2.39 million, Persinger & Associates of Charleston for \$2.41 million and Maynard C. Smith Construction Company of Charleston for \$2.44 million.



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MEMBERS IN THE NEWS



The \$2.3 million, 10,200 sq. ft. South Charleston Fire Station is being built by CAWV member, Persinger & Associates Inc., and was designed by Williamson Shriver Architects of Charleston.

Persinger & Associates is “Hard at Work” building South Charleston Fire Station

SOUTH CHARLESTON, WEST VIRGINIA - Persinger & Associates, Inc. of Charleston is the contractor of the new South Charleston Fire Station. The \$2.3 million, 10,200 sq. ft. facility was designed by Williamson Shriver Architects of Charleston. The new station is being built in place of the old fire station. Work is expected to be completed the end of May 2016.

During demolition, a hollow cornerstone marked with the year “1960” was discovered by contractors on site. The concrete block was then x-rayed to find a copper time capsule inside. Contents are still being determined but it was reported that there were 1960 newspaper clippings.

Cook’s Excavating, LLC paints excavator pink to honor those affected by breast cancer

PINEVILLE, WEST VIRGINIA - Cook’s Excavating, LLC has taken

on a project that the employees and staff have take great pride in. As many have been affected by breast cancer, Cook’s Excavating, LLC wanted to show their support in a big way. The people pictured in the photo shown worked extremely hard in the painting of the pink excavator,

which spreads awareness and honors those who have been affected by breast cancer.

“We are blessed to have them as both employees as well as friends. A percentage of the income generated from this machine will be do-



Cook’s Excavating, LLC took on a project to honor those affected by breast cancer. Pictured (from left) Amos Robertson, Allen Warner, Tammy Cook, Danny Bailey, Jake Cook, Jerry Cook, Zettie Cook, Cecil Lester, and Billy Brown.

MEMBERS IN THE NEWS



Tri-State Roofing and Sheet Metal Company of Charleston promotes “Hard at Work” on a work truck placed outside the State of West Virginia’s General Service Division’s Engineering Division headquarters building.

nated to cancer research, this is our way of trying to make a difference in helping find a cure for such a horrible disease,” said Tammy Cook, office manager.

Tri-State Roofing promotes “Hard at Work” on company vehicles

CHARLESTON, WEST VIRGINIA - Tri-State Roofing and Sheet Metal

Company of Charleston displays the CAWV “Hard at Work” logo on a work truck placed outside the State of West Virginia’s General Service Division’s Engineering Division headquarters building. The company was chosen for the roofing portion of the exterior repair project which includes the installation of copper built-in gutters and the replacement the existing clay roof tiles. Wiseman Construction Company, Inc. of Charleston was the low bidder on the entire exterior repair and painting project of Building 18. The scope of work also includes the restoration of interior walls, replacement of existing wood trim and painting throughout the structure.



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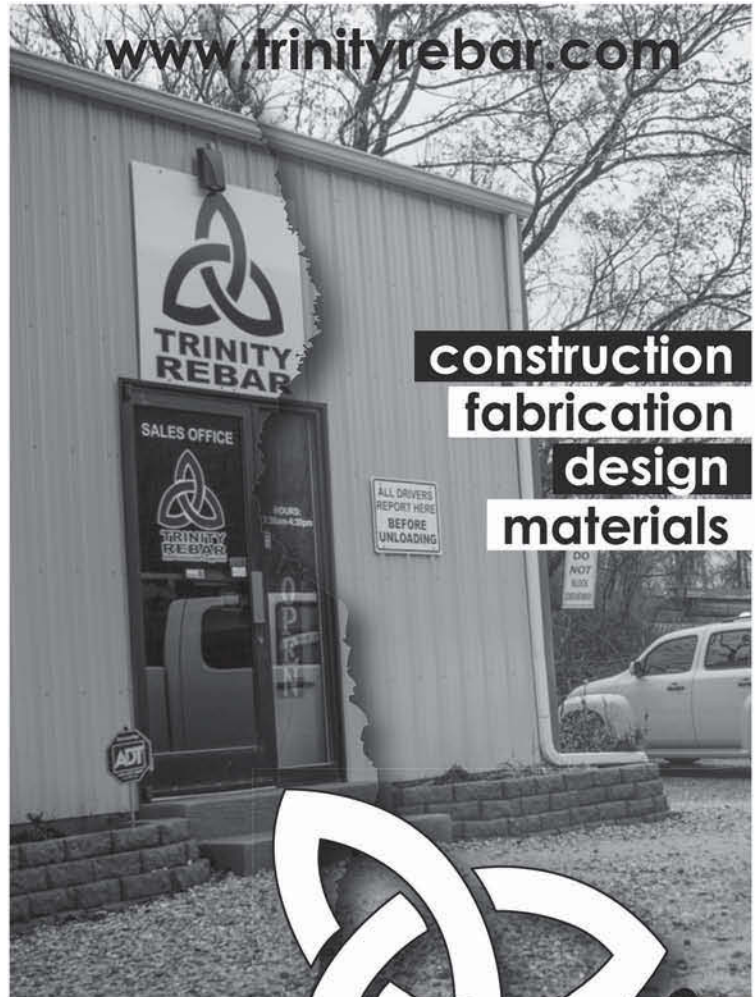
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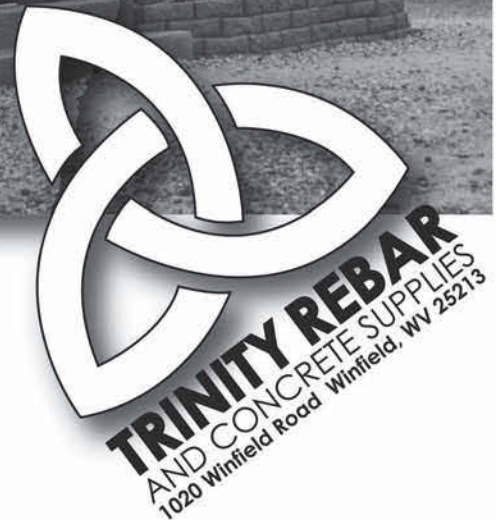
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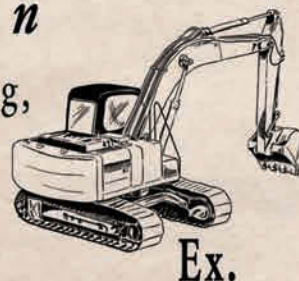
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