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Construction**NEWS**

January/February 2023

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West Virginia
Construction Sector
Performance & Outlook





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On the cover

West Virginia's construction sector saw activity rebound in 2021 and 2022, making it one of West Virginia's first major sectors to surpass pre-pandemic levels. The forecast calls for construction in the Mountain State to see job growth through the end of 2027. To see this year's forecast by Brian Lego, research assistant professor at West Virginia University's Bureau of Business and Economic Research, see page 8.

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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CONTRACTORS ASSOCIATION OF WEST VIRGINIA: Keeping Our Members "Hard at Work"

Jason Pizatella
Chief Executive Officer



As the Contractors Association of West Virginia (CAWV) celebrates its 100th anniversary this year, it is an honor to have been chosen by the Board of Directors to lead the association into 2023 and beyond. It's truly an exciting time to be a contractor and an exciting time to be in the construction industry. The state's Roads to Prosperity program and the federal Infrastructure Investment and Jobs Act have already yielded unprecedented investments in the Mountain State. It appears there is still more to come.

One of the primary benefits of membership in the CAWV is the association's robust participation in the legislative process at all levels of government. The Legislature was extremely busy throughout the 2023 Regular Session appropriating surplus dollars to various state agencies for the support of future construction projects. Just to highlight a few, the Legislature allocated additional funding at the Division of Highways, State Conservation Agency, School Building Authority, General Services Division, Division of Natural Resources, Water Development Authority, State Armory Board, and the Division of Arts, Culture and History.

The CAWV will continue to advocate for these and many other critical investments in our communities. After all, the support that the Legislature, and our representatives in Washington, have given for countless infrastructure projects are what keep our members' 20,000 employees "Hard At Work." 



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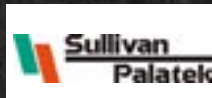
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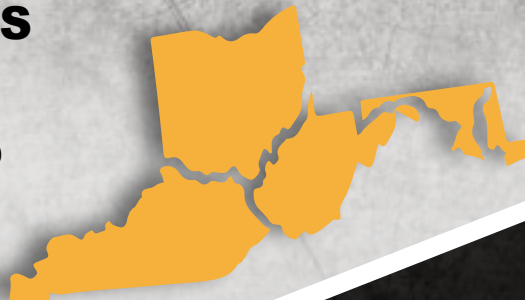


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Construction Sector Outlook in West Virginia



By: Brian Lego
Research Assistant Professor
West Virginia University
Bureau of Business & Economic Research

CONSTRUCTION IN WEST VIRGINIA

West Virginia's construction sector saw activity rebound in 2021, with particularly strong gains during the second half of the year. Moreover, construction was one of the state's first major sectors to surpass pre-pandemic levels of activity and has continued to post healthy growth during the first half of 2022.

The sector has faced many of the same issues as others over the past two years or so in that supply chain issues have fueled persistent shortages and dramatic price hikes for key inputs.

Also, openings for construction jobs have remained high, especially in the residential segment, thus slowing progress on many projects even further over the course of the pandemic

as construction crews deal with workforce shortages and order backlogs for building materials.

[See Figure 1]

RESIDENTIAL CONSTRUCTION

According to data from McGraw-Hill, more than 3,200 single-family homes were started during 2021 in West Virginia – marking the strongest pace of homebuilding in the state since 2008. Housing demand surged during the second half of 2020 and continued to climb throughout 2021. Consumers sought to take advantage of historically low mortgage rates and a buildup of savings that was created in part by an aggressive federal fiscal response to the pandemic.

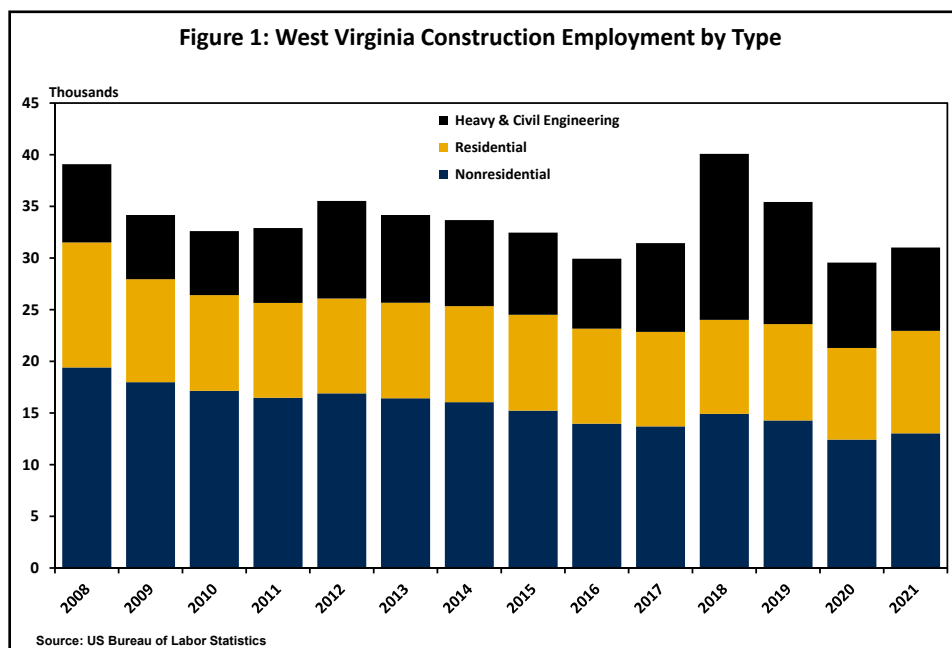
Moreover, pent-up demand was fostered to some extent by shelter-in-

place orders and reduced spending on services, causing many households to deploy their savings windfalls on big-ticket items such as new homes or remodeling projects, both of which created significant demand for construction sector services.

The pace of new single-family home construction has slipped during the first two quarters of 2022 as borrowing costs have increased sharply since the beginning of the year due to a series of large interest rate hikes by the Federal Reserve. Housing affordability was already becoming an issue over the course of 2021 for many homebuyers due to rapid house price growth, but rates were low enough to allow most buyers to stretch their budgets; however, the added impact of higher borrowing costs has caused more potential buyers to be priced out of the market and prompted a dramatic rise in purchase contract cancellations during 2022 as interest rate locks expire and reset to levels that exceed the buyer's borrowing potential.

Permits authorizations for new single-family homes in West Virginia recorded during the first half of 2022 suggest new home construction will average roughly 2,800 to 3,000 units through the end of the year. However, evidence suggests that momentum has clearly weakened due to higher borrowing costs and intense concerns over high rates of inflation plus slower economic growth going forward. National surveys indicate builders and developers have already lowered their construction targets and will be less likely to option permits into starts due to a vanishing pool of potential credit-worthy homebuyers.

Figure 1: West Virginia Construction Employment by Type



[See Figure 2]

NONBUILDING PROJECTS

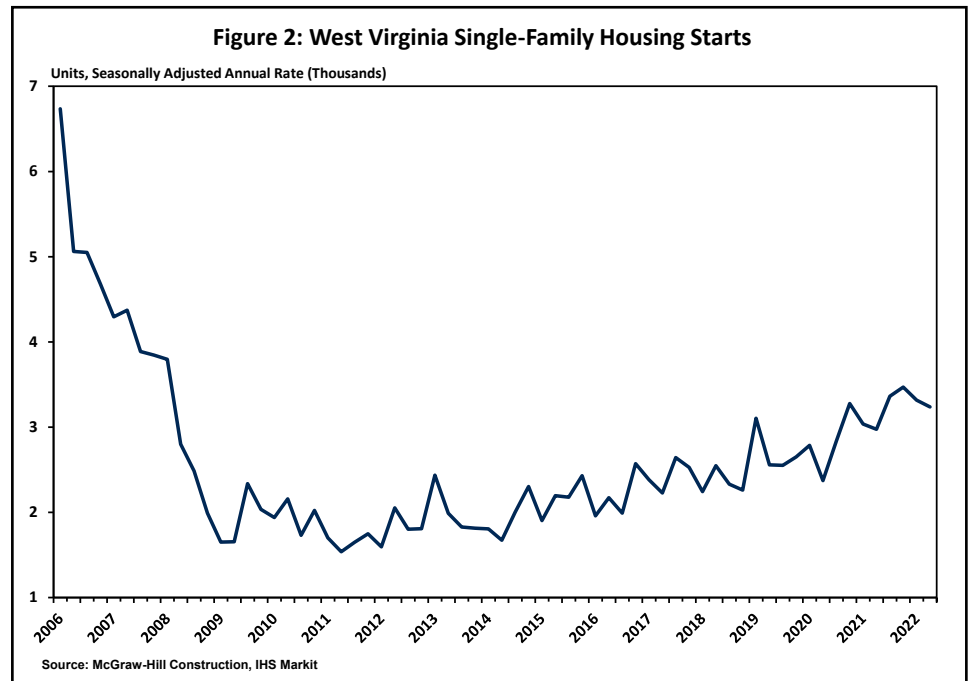
Prior to the pandemic, essentially all the construction sector's growth was driven by a handful of major nonbuilding developments were connected to the massive buildout of natural gas pipelines to increase takeaway and throughput capacity for the Appalachian Shale Basin. Indeed, following the addition of more than 10 Bcf per day in takeaway capacity between 2014 and 2019, capacity additions averaged fewer than 1 Bcf/day in 2020 and 2021.

After Rover II, Mountaineer Xpress, and several other pipeline projects were built out between 2017 and 2019, the two other primary projects underway at that time (the Atlantic Coast and PennEast pipelines) were eventually canceled due to a combination of cost overruns, protracted legal challenges, and/or regulatory reviews. The Mountain Valley Pipeline project remains halted due to legal fights in multiple states as well as problems securing specific permits in Virginia. While the project has not been canceled, it effectively remains in limbo as the numerous legal and regulatory challenges could take years before they conclude.

Recent attempts at streamlining the permitting process going forward for the Mountain Valley Pipeline and other multi-state energy infrastructure projects via federal legislation have been unsuccessful thus far, including a recent proposal by Senator Joe Manchin, D-WV, that was withdrawn due to concerns over meeting a deadline necessary to avoid a federal government shutdown.

HOUSE PRICES

In most housing market cycles, West Virginia's housing market tends to see much less volatility when compared to other states in the US. For example, the state did see house prices deflate in response to the bursting housing bubble, but outside of a few regional submarkets, house price de-



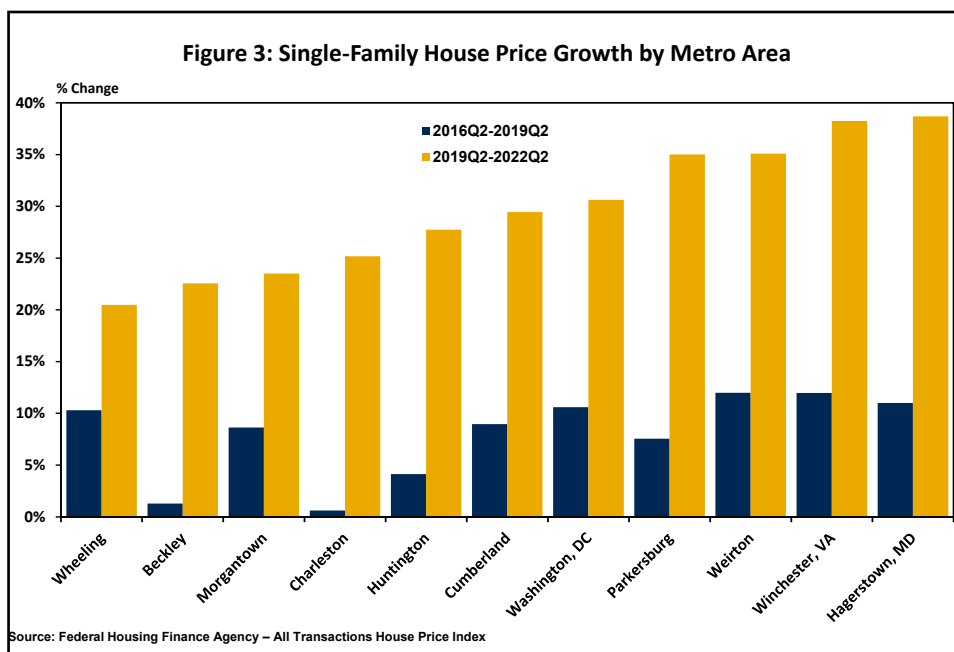
clines were more muted compared to most US states. Indeed, the overall peak-to-trough decline in home prices in West Virginia was less than one-half the rate of decline observed nationally (-7 percent vs. -18 percent for the US. Just as the declines were smaller, house price appreciation has also been noticeably weaker over the past several years). Prices for existing single-family homes in West Virginia have increased nearly 47 percent compared to a 99 percent gain for the nation since mid-2012.

Of course, changes in house prices have varied quite dramatically in recent years for the state's different regions, reflecting local supply conditions and underlying demand for homes. After experiencing a dramatic run-up in prices during the bubble years, West Virginia counties that were part of the Hagerstown (Berkeley and Morgan counties), Winchester (Hampshire County) and Washington, DC (which includes Jefferson County) metro areas saw prices plunge by as much as 36 percent. The rate of price declines registered in the state's other counties that lie within metro areas was significantly smaller in the aftermath of the housing market's collapse, ranging from a 2 percent drop in the Morgantown metro area to a 10 percent loss in the Weirton Metropolitan Statistical Area (MSA).

[See Figure 3]

Similarly, house price appreciation for the state's major housing markets has followed different tracks over the past several years. According to data from the Federal Housing Finance Agency (FHFA), Charleston and Beckley registered practically no growth in house prices between mid-2016 and mid-2019, as both regional housing markets had significantly more available supply due to population losses and notable weakness in their respective economies in prior years.

By contrast, West Virginia counties tied to metro areas in faster-growth regions such as suburban DC-area markets in Northern Virginia and Maryland registered double-digit growth in prices over this period. Over the past three years, house prices have increased by at least 20 percent on a cumulative basis in all metro area housing markets in West Virginia, reflecting the rapid increase in housing demand and rising construction costs seen nationally over the course of the pandemic. Once again, counties attached to high-cost markets in Northern Virginia and the Maryland suburbs of the Greater DC-area have tended to see the fastest rates of house-price appreciation since mid-2019.



SECTOR OUTLOOK

The forecast calls for the construction sector to see job growth of 1.1 percent per year through the end of 2027. Near-term growth does face some downside risks, however. Although the forecast already assumes rising interest rates, broader inflationary pressures and a general slowdown in economic growth will squeeze consumer and business borrowing capacity to some extent, a deeper contraction in US economic activity or some emerging liquidity crisis could lead to a much weaker construction activity.

Longer term, however, stronger construction activity appears to be much more likely and explains the upgrade in the sector's outlook compared to the previous forecast vintage. For example, several industrial projects are currently in the development pipeline, which combined will add several thousand construction sector jobs between 2023 and 2025 (or later depending on permit timetables).

These projects include Nucor's planned \$2.7 billion steel sheet mill, a \$500 million microgrid/manufacturing development by Berkshire Hathaway Energy, as well as new facilities for GreenPower Motors and Sparkz to manufacture electric buses and cobalt-free batteries for EVs, respectively.

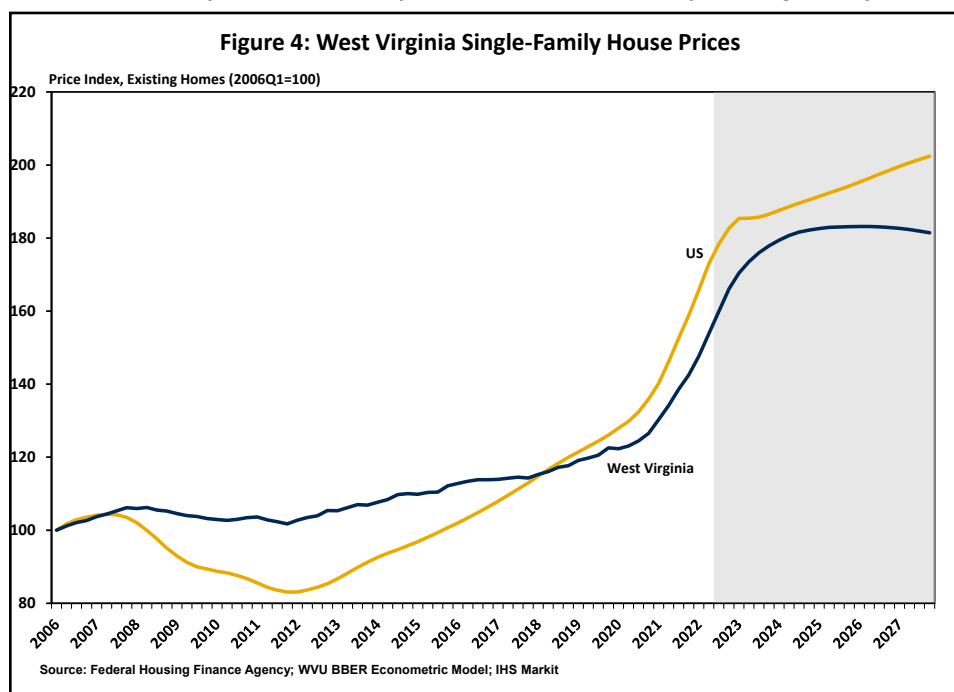
In late-2022, additional projects such as the upcoming construction of a steel recycling plant in Berkeley County as well as the redevelopment of old industrial sites in Hancock County for FORM Energy's announced iron battery manufacturing facility offer even greater upside for the commercial and industrial segment of the construction sector over the next several years.

Utility sector investment is also expected to provide a boost to construction activity beyond the microgrid development by BHE in Jackson County. In addition, power

plant construction activity has the potential to increase further over the longer term thanks to provisions created in the Inflation Reduction Act, which was recently signed into law by the Biden administration.

While several natural gas power plant construction proposals have either been canceled or face uncertain futures, Longview Power's proposed 1.2GW combined-cycle natural gas plant appears to be on track for construction. The company has received the necessary air quality permits for construction from state and local authorities, but the project cannot begin until PJM Interconnection approves the project request, as the RTO must assess whether the new generation capacity is needed for the wholesale market.

Another potential utility sector project that could emerge during the latter part of the outlook period is Competitive Power Ventures selection of West Virginia for a proposed 1.8GW natural gas power plant that would use carbon capture and sequestration to zero out the plant's emissions. The project became feasible due to expanded federal tax credits for clean energy projects in the Inflation Reduction Act, as well as state legislation approved by Governor Jim Justice's administration. The power plant would need to pass regulatory review



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and receive approval from PJM Interconnection before construction begins.

Public infrastructure investment will buoy the sector over the next few years, as the Roads to Prosperity program will back ongoing major new roadway construction and expansion projects, including crucial portions of Corridor H, and extensive I-70 bridge repairs in the Northern Panhandle. Expanded highway and interchange capacity is also expected in the I-79/I-68 corridor, including a new I-79 exit in Monongalia County that could foster further investment in a regional industrial park over time.

Federal infrastructure investment also appears poised to lift the level of construction activity in West Virginia, though the final amount and how it will be spent remains to be determined. The Infrastructure Investment and Jobs Act will expand total infrastructure spending by \$1 trillion nationally over the next decade and would enhance federal outlays a range of tra-

ditional physical infrastructure items (highways, bridges, rail, water, and sewer) as well as other areas such as broadband and charging stations for electric vehicles.


As mentioned above, the Inflation Reduction Act has specific incentive programs that will also enhance the potential for renewable energy infrastructure and clean-tech manufacturing, including several projects that have already been mentioned in this report.

In terms of residential construction activity, the forecast calls for single-family starts to average between 2,800-3,000 (annualized) during the second half of 2022 before declining to between 2,300 and 2,400 in 2023. Housing market conditions will be demonstrably weaker over the remainder of the outlook period due to the state's underlying demographic trends and comparatively slower rates of economic growth. House price appreciation is expected to slow measurably from the rapid pace ob-

served in 2021 and 2022 and will lag the national average as home prices (not adjusted for inflation) in West Virginia are expected to remain relatively stable between 2023 and 2027. Prices could underperform expectations should recent interest rate hikes weigh on housing market demand even more than expected.

However, the forecast assumes demand for new homes will buoy prices, especially in the state's more urbanized markets in which existing home inventories are not enough to satisfy demand created by these recently announced large-scale economic developments.

[See Figure 4]

Brian Lego serves as the WVU Bureau of Business and Economic Research's Economic Forecaster playing a major role in producing the West Virginia Economic Outlook. 

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ANNUAL REPORT 2022

DRIVING WEST VIRGINIA FORWARD



From the President



Five years ago, Governor Jim Justice asked West Virginians to cast their vote for the Roads to Prosperity bond amendment. They did so by an overwhelming majority – 73 percent. In June of that same year, the West Virginia Legislature approved

increases in driver's license and vehicle registration fees and sales taxes that generate an additional \$135 million annually for the State Road Fund.

On November 15, 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law, the biggest U.S. infrastructure funding package in decades. IIJA provides over \$6 billion in funding for West Virginia's roads, bridges, water and sewer treatment facilities, abandoned mine land (AML) projects, broadband, airports and other infrastructure projects.

This year's cover photo of Corridor H represents the over 1,000 highway projects funded since 2019 through the Roads to Prosperity program totaling more than \$1.2 billion in bridge and highway construction projects. This is in addition to the major projects funded through bond proceeds, including the Coalfields Expressway, the widening project on the West Virginia Turnpike in Beckley, the replacement and rehabilitation of 26 bridges on Interstate 70 in Wheeling, Corridor H, and the Interstate 64 bridges in St. Albans.

IIJA provided a much-needed boost to the industry as our Contractors Association of West Virginia (CAWV) member firms have been busy

this year designing and constructing numerous projects funded by passage of the act. Many projects that are in design will be out for bid in the coming months.

These bills culminate years of work by the CAWV and our national affiliates, Associated General Contractors of America (AGC) and the American Road and Transportation Builders Association (ARTBA), to adequately fund West Virginia's vital system of roads, bridges, schools, water, wastewater, and other infrastructure. We would not have been successful without members who support the CAWV with their time, expertise, and dues.

This is an exciting time to be in the construction industry. Your support of this association has now set the stage for future opportunity. We have been working with our federal agency partners charged with overseeing the surge in funding, including administering new grants and designing new programs. We have been working with state and local agencies - from our transportation department to water and sewer utilities - to identify and execute the much-needed projects. This federal, state and local coordination has come amid continued challenges overseeing other expanded funding from the American Rescue Plan Act provided to West Virginia in early 2021.

The CAWV has long promoted the correlation between increased investment in infrastructure and creating jobs and improving the quality of life in all areas of our state. We are also proud to support the Department of Economic Development as they work tirelessly to promote the Mountain State. Moreover, CAWV members are working with companies that have already announced plans to locate in West Virginia. These include Nucor Steel, Berkshire Hathaway Energy Renewables, Owens & Minor, Pure Watercraft,

Mountaintop Beverage, Precision Castparts Corporation and Commercial Metals Company. We have always promoted the fact that businesses cannot locate in West Virginia if there aren't building sites with adequate infrastructure.

New funding for infrastructure projects and increased business expansion will provide thousands of jobs in construction. At this year's CAWV strategic planning session, the association's leadership placed a priority on attracting, educating, and developing our future workforce. Our Workforce Development Task Force has teamed up with the West Virginia Community and Technical College System to partner with schools around the state. The task force launched the BuildWV website which will be the "go to" online destination for information on construction careers.

The CAWV has a rich and rewarding history, 100 years to be precise. The association will celebrate its 100th anniversary in 2023 with functions, celebrations and the publication of a book chronicling members and the industry over the past century. Great leaders paved the way for the CAWV to become the respected and effective organization it is today. It is through our members of today that will chart the way for future generations of West Virginia construction firms.

As you review this year's annual report, please take time to reflect on what we have accomplished together. I look forward to making 2023 an even better year for our association, our industry, and our state.

Sincerely,

A handwritten signature in dark ink, appearing to read "James Ridgeway".

James Ridgeway
President

CAWV LEGISLATIVE ADVOCACY EFFORTS CONTINUE AT STATE CAPITOL

One of the primary benefits of membership in the CAWV is the association's robust participation in the legislative process at all levels of government and on a myriad of issues affecting the industry. At the state level, the West Virginia Legislature stayed busy throughout 2022, both in regular session and four special sessions. In the first special session, which occurred before the commencement of the regular session, the Legislature passed SB 1001, the West Virginia Industrial Advancement Act. The passage of this legislation immediately preceded the announcement that Nucor Corporation would build a state-of-the-art steel manufacturing facility near Apple Grove in Mason County.

Governor Jim Justice made numerous other economic development announcements

throughout 2022 including those projects previously mentioned by President Ridgeway, as well as an electric school bus manufacturing facility by GreenPower Motor Co. in Kanawha County, new distribution facilities by PepsiCo in Cabell County, and a facility to extract rare earth metals from coal impoundments by Omnis Sublimation Recovery Technologies in Wyoming County.

The regular session saw the passage of several bills of interest to CAWV members. Just to name a few, SB 530 modified the Public-Private Transportation Facilities Act approved in 2017. Among other changes, this legislation encourages highway public-private partnerships (P-3) where there is incidental coal extraction and coal severance taxes paid. This legislation provides the Commissioner of Highways with additional discretion in approving P-3's. SB 530

gives the Commissioner of Highways the latitude in approving public-private contracts and capped the total amount that may be spent on a P-3 from the State Road Fund at \$100 million.

Spearheaded by Speaker of the House of Delegates Roger Hanshaw, HB 4566 creates the Economic Enhancement Grant Fund administered by the Water Development Authority (WDA). This legislation permits the WDA to award grants to cover all or a portion of the costs of certain water, wastewater, economic development and tourism projects. In the second special session, the Legislature passed HB 217 which appropriates \$250 million to the WDA for this program. Under the rules, water, wastewater, economic development, and tourism projects approved by the WDA must be obligated by December 31, 2024 and must be spent by December 31, 2026. The bill has

provided additional funding to projects that have come in over estimates due to material price increases and supply chain shortages.

The passage of HB 4002 creates the Certified Sites and Development Readiness Program. It requires the Department of Economic Development to develop evaluation criteria and application processes for the new program, as well as review sites and report to applicants. Economic development officials have often cited the state's lack of site-ready parcels of land as a deterrent for companies wishing to locate a facility in West Virginia.

SB 611 passed very late on the final day of the regular session at the request of the WVDOH. This legislation permits the agency to continue accepting a 102% performance bond in lieu of retainage. The bill also capped the maximum amount of a performance bond at 110% of the contract amount. WVDOH is currently studying changes to its prequalification process that will give the division authority to reduce the bid amount for contractors that have a better performance rating and increase bonding requirements for other contractors.

HB 4502, the BUILD WV Act, provides tax incentives for approved companies to build housing for graduate and post-graduate and professional job holders, technical workers and entrepreneurs in up to three designated areas.

HB 4492 creates the West Virginia Division of Multimodal Transportation Facilities under the Secretary of the Department of Transportation to streamline work and reduce related costs by combining the following agencies under the new division: The Public Port Authority, State Rail Authority, Division of Public Transit and State Aeronautics Commission.

The Legislature passed another significant bill during the second special session that will have a considerable impact on the construction industry for years to come. SB 2001 creates the "Economic Development Project Fund" in the West Virginia Economic Development Authority (WVEDA). This legislation provides for "high-impact development projects" that meet specific requirements and thresholds. This comes on the heels of a \$600 million surplus appropriation to WVEDA for economic development projects.

Finally, in the fourth special session, the Legislature passed SB 4001 which creates the Certified Industrial Business Expansion Development Program. This renewable energy project incentive bill spurred the announcement that Berkshire Hathaway Energy Renewables and Precision Castparts Corp. would locate a manufacturing facility near Ravenswood in Jackson County. The fourth special session also saw the passage of SB 4002 which appropriated additional surplus revenue from the general fund into secondary road paving and equipment.

This highway funding bill directed \$150 million of Fiscal Year 2022 surplus revenue to the State Road Fund, \$125 million of which went to secondary road resurfacing covering 423-lane miles with a minimum of two projects per county. The WVDOH utilized the remaining \$25 million to purchase trucks and other equipment.

One CAWV legislative priority that did not pass this year was HB 4595, which would have permitted the use of a camera-assisted speed enforcement system in a work zone. The CAWV will likely revisit this legislative concept during the 2023 regular session.

CAWV AND HUB/PAC REMAINS ACTIVE DURING 2022 GENERAL ELECTION

West Virginia voters in the November General Election resoundingly defeated all four constitutional amendments on the ballot and will send the most Republicans to the Legislature in more than a generation. Passage of Amendment 2, for example, would have permitted the Legislature to modify the levy of tangible personal property taxes on business machinery, equipment, and inventory, along with the personal property tax on motor vehicles.

The GOP picked up seven seats in the State Senate and 10 seats in the House of Delegates, giving the Republicans control of 31 of the 34 seats in the Senate and 88 of the 100 seats in the House of Delegates. These expanded super-majorities in both chambers mean that the GOP will continue to possess the four-fifths votes needed to suspend the constitutional rules requiring bills to be read on three separate days.

HUB/PAC had another successful year for its endorsed candidates that pledged support for the contracting industry. All sixteen endorsed candidates running for the State Senate won election. In the House of Delegates, 69 of 73 candidates were successful. Overall, HUB/PAC-endorsed candidates had a success rate of 96%. When the Legislature convenes for its regular session on January 11, 2023, over one-third of the legislative membership will be new. The association will work to educate the new legislators on the association's legislative priorities and other issues that affect the CAWV membership. As always, CAWV will continue to advocate for investment in the state's infrastructure needs including broadband, highways, bridges, airports, schools, and expanding access to clean water and wastewater treatment systems.

TASK FORCE CONTINUES ITS EDUCATION EFFORTS ON CONSTRUCTION CAREERS

The Workforce Development Task Force continues to develop relationships and programs with West Virginia's community and

technical colleges and Career and Technical Education schools. The task force launched the BuildWV website program at the 2022 EXPO. The website will act as a "go to" online destination for information on construction careers and will be updated with an exciting new video produced for the CAWV that highlights why a young adult should choose a construction career path. The site also includes information on training, education, and career opportunities for students, adults and military veterans.

The task force will further its efforts with the West Virginia National Guard and the Governor's Jobs and Hope of West Virginia equipment operator training course. This year, the program added the Employer Reimbursement Program which allows an employer to be reimbursed for up to six months of salary when hiring a Jobs and Hope graduate.

CONGRESSIONAL FLY-IN RETURNS AFTER TWO-YEAR HIATUS

CAWV leaders traveled to Washington, D.C. in May to resume the annual CAWV Congressional Fly-In following a two-year COVID-19 hiatus. CAWV members thanked West Virginia's senators and representatives who voted for the IIJA which generates \$6 billion to rebuild and repair West Virginia's infrastructure. Discussed were topics of importance to the industry, including streamlining the environmental permitting process, workforce development programs, B-2 Visas to register people for work, Build America, Buy America (BABA) Act requirements for products used in IIJA projects, and supply chain and material cost increases affecting federal-aid construction contracts.

NATIONAL ASSOCIATIONS WORK TO STRENGTHEN THE CONSTRUCTION INDUSTRY

AGC and ARTBA worked for years to pass a meaningful infrastructure bill. The CAWV is working with state and federal contracting agencies to get these projects designed and out to bid. Many CAWV members have received contracts this year funded with IIJA dollars. In addition, the AGC AmericaBuilds Workforce Campaign is helping its state chapters develop a new generation of construction workers. AGC is focused on providing vital workforce development resources to recruit, train and retrain workers. The national organization is pushing Congress for increased investments in career and technical education. AGC's Construction Advocacy Fund works to protect contractors from onerous regulations before Congress, including a Federal PLA mandate, expanding "site of work" definitions under Davis-Bacon wage requirements, and OSHA's general duty clause enforcement on heat hazards.

ARTBA brings together facets of the transportation construction industry to advocate for infrastructure investment. Litigation continues to be an essential part of their overall environmental and regulatory advocacy. ARTBA and its allies are defending in federal court recent improvements to the National Environmental Policy Act (NEPA) and "Waters of the United States" (WOTUS) rule - both of which are critical to accelerating the transportation delivery process. As part of the IJA's implementation, ARTBA will continue to utilize an interactive dashboard platform to highlight for members of Congress and the Biden administration the economic benefits of transportation investment and specific infrastructure projects underway or completed in West Virginia and all 50 states. CAWV member Michael Vecellio, vice president of the Vecellio Group and Vecellio and Grogan, Inc., was elected ARTBA's Southern Region Vice Chair at the association's national convention in Nashville, Tennessee.

CAWV PRESIDENT'S AWARD PRESENTED AT ANNUAL MEETING

This year's recipient of the CAWV President's Award was honored at the 2022 Annual Meeting at The Greenbrier. The award recognizes a member that has gone above and beyond in exceeding expectations and demonstrating excellence to help build a better West Virginia. This year's award focused on the initiatives that members have taken to provide outstanding contributions to their communities in West Virginia. CAWV recognized Bear Contracting LLC, Bridgeport, for the company's Building Hope program. Bear developed a charitable 501(c)(3) organization which is a two-part program that educates students on the many opportunities that the construction industry has to offer and promotes anti-bullying.

EXPO MAKES SUCCESSFUL RETURN

The West Virginia Construction and Design EXPO returned to Charleston after a two-year hiatus due to the COVID-19 pandemic. This year's event drew thousands of industry professionals on March 23-24 at the Charleston Coliseum and Convention Center. This year's focus was economic and workforce development which was coupled with events highlighting exciting projects, historic funding, and workforce enrichment. Attendees heard from officials with Nucor Steel of West Virginia and GreenPower Motor Company who laid out plans for their facilities coming to West Virginia which are anticipated to bring in billions of residual dollars to the state. Rep. David McKinley, R-WV, was a keynote speaker at the open-

ing session. Day two of the show featured a panel of state department leaders, as well as guest appearances by U.S. Senators Shelley Moore Capito and Joe Manchin, who gave insight into West Virginia's share of the federal infrastructure package.

This year, EXPO partnered with the West Virginia Department of Education to host a reverse job fair that showcased over 150 career and technical education students. Governor Jim Justice and Baby Dog also hosted a ceremony in the coliseum to celebrate the newest class of Jobs and Hope graduates.

CAWV SAFETY COMMITTEE SIGNS OSHA ALLIANCE AGREEMENT

The CAWV and the U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) Charleston Area Office have established a collaborative relationship to foster safety and health practices and programs to improve construction site safety. OSHA's Alliance will provide CAWV members an opportunity to participate in a voluntary co-operative relationship with OSHA for purposes such as raising awareness of OSHA's initiatives, outreach, communications, training, and education. These alliances have proven to be valuable tools for both OSHA and participants and the CAWV Safety Committee initiated this agreement to benefit members with OSHA-related education and safety training. The Safety Committee also awarded 14 CAWV members safety awards in 2022 for their commitment to safety.

ASPHALT PAVEMENT ASSOCIATION CAPITALIZES ON NEW ENDOWED FACULTY CHAIR

In 2020, the Asphalt Pavement Association of West Virginia (APAWV), with membership pledges and donations, elevated its Asphalt Technology Professorship to an endowed faculty chair at Benjamin M. Statler College of Engineering and Mineral Resources at West Virginia University. This year, WVU, with APAWV influence, concluded the search to hire a new professor to fill the faculty position sponsored by this endowment. The Association announced that Dr. James Bryce would be filling the position held by Dr. John Zaniwski for 23 years. Dr. Bryce, a Ph.D. graduate of Virginia Tech, most recently was a professor at Marshall University in the Department of Civil Engineering. In addition, the endowment was renamed in 2022 to the Pat Parsons Asphalt Faculty Endowment in honor of the association's long-time executive director who helped establish the program in the early 1990s. The

Asphalt Technology Program at the Statler College exposes civil engineering students to the latest asphalt pavement technology, practices and materials. After fulfillment of pledges, the association's total giving will be \$1 million.

WEST VIRGINIA CONSTRUCTION NEWS CELEBRATES 85 YEARS

West Virginia Construction News marks its 85th year in publication. The official publication of the CAWV and the "Voice of Construction in the Mountain State", WVCN began in 1937 by P.J. Walsh, executive director of the West Virginia Contractors Association. WVCN was originally published twice a month and contained project bid information. Over the years, WVCN integrated more story content and now includes articles on major projects, construction issues, economic and workforce development, educational topics, CAWV member highlights, and association updates. The purpose of the publication remains: To present the views and objectives of the construction industry in West Virginia and to keep members informed of the activities of the association.

CAWV CHANGES LEADERSHIP AFTER 40 YEARS

After 44 years of service, CAWV Executive Director Mike Clowser announced his retirement at the end of 2022. Clowser joined the CAWV as Director of Member Services in 1979 and became Executive Director in 1983. He has served as Editor of *West Virginia Construction News*, the association's 85-year-old publication, since 1983. Under his leadership, the CAWV successfully worked with state and local governments and the West Virginia Legislature to create economic development and job opportunities statewide.

Jason Pizatella assumed the role of Chief Executive Officer on October 3. Pizatella, a native of Fairmont and graduate of West Virginia University and the West Virginia University College of Law, spent the past five years as an attorney with the West Virginia-based firm Spilman Thomas & Battle, PLLC as a corporate lawyer. He previously served as Deputy Chief of Staff to Governor Jim Justice, President and Chief Executive Officer of the Morgantown Area Chamber of Commerce, Deputy State Tax Commissioner, Acting Secretary of the Department of Revenue, Acting Secretary of the Department of Administration and Deputy Chief of Staff to former Governor Earl Ray Tomblin. Pizatella will be only the sixth person to lead the association since it was founded in 1923.





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AGC EDGE



VIRTUAL EDUCATION

The Associated General Contractors (AGC) of America has developed a new initiative bringing education, developed and tested by contractors, directly to the desks and mobile devices of construction professionals. The program is available to Contractors Association of West Virginia members and their employees.

AGC EDGE is live-instructed, virtual education that offers participants the opportunity to grow and learn in a space that is right for them. AGC EDGE offers courses on building information management, early career project management, Lean construction, and early career construction supervision.

The AGC EDGE program was launched in January 2022 and to date hundreds of students from over 100 different construction-focused companies have participated.

The program is centered around the flexibility of the courses and the collective knowledge of AGC's top industry leaders. Given the fact that those who work in construction are busier than ever, AGC schedules courses at


a variety of day and time patterns to fit anyone's schedule. These courses are remote-live so students are able to take the class from their office, home and, growing in popularity, their job-site.

The instructors of AGC Edge courses come from the top performers in the industry. They are actively working in the field and have real-life experiences. In addition to being extremely knowledgeable in the course subject matter, as well as the industry itself, the instructors are willing to share those personal and practical insights freely with students.

Interactivity and engagement are the cornerstones of the AGC EDGE program. To participate and receive attendance credit, a device with a camera and audio capabilities, both speakers and microphone, are required.

"One of our superintendents participated in the Construction Supervision Fundamentals class and found it very beneficial," said CAWV President James Ridgeway, president of March Westin Company, Morgantown. "He was able to interact and share experi-

ences with his peers from all over the country. I am confident he will utilize what he learned on ongoing March Westin projects. We will be offering EDGE to a number of our personnel."

A sample of upcoming courses are below. To learn more about the AGC EDGE program and to register for upcoming courses, visit training.agc.org, or contact CAWV Chief Operating Officer Pat McDonald at 304-342-1166 or pmcdonald@cawv.org. 

Why AGC EDGE live virtual courses?

- These are live-taught virtual courses – meaning all students and the instructor are online at the same time.
- The courses are discussion-based; these are not one-way, log in and tune-out webinars.
- Webcams and mics are required, and students are expected to participate openly and actively.
- Participants interact with people from other organizations from around the US - and sometimes the world.
- Participants can leverage the experience and knowledge of the instructor and fellow students.
- Flexible course schedule - participants can pick the course that best works with their schedule.

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April 13 - May 5 @ 11:00 am - 3:00 pm (Thurs & Fri)
Building Information Modeling Education Program

April 17 - April 26 @ 1:30 - 5:30 pm (Mon, Tues & Wed)
Construction Supervision Fundamentals

April 20 - May 5 @ 10:00 am - 6:00 pm (Thurs & Fri)
Project Manager Development Program

May 1 - May 17 @ 11:00 am - 3:00 pm (Mon, Tues & Wed)
Lean Construction Education Program

May 9 - May 25 @ 1:00 - 6:00 pm (Tues, Thurs & Fri)
Project Manager Development Program

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Meet the New Executive Director of the School Building Authority of West Virginia



On January 6, 2023, Governor Jim Justice appointed Andy Neptune as executive director of the School Building Authority of West Virginia. A life-long resident of Barrackville in Marion County, Neptune majored in education at Fairmont State University and took his first job as teacher at East Dale Elementary School 34 years ago. *West Virginia Construction News* interviewed the director to get his thoughts on the programs that will affect Contractors Association of West Virginia members and to give members a better understanding of the many attributes he brings to his new position.

Andy Neptune was appointed by Governor Jim Justice on January 6, 2023 to serve as the Executive Director of the School Building Authority of West Virginia.

Neptune is an experienced educator and administrator, having served 34 years with Marion County Schools, the last 14 in the county's central office as an administrator. In his varying roles, Mr. Neptune has supervised personnel, student nutrition, student services, transportation, maintenance, facilities, and athletics. He also previously held roles as principal, assistant principal, teacher, and coach in Marion County.

During his time in the school system, he oversaw many improvements to schools in Marion County, including roof, window, and HVAC upgrades, new turf installations for both East-West Stadium and North Marion High School, and a state-of-the-art 10-lane track enhancement at North Marion High School.

"While constantly working to upgrade all school facilities in Marion County, I was able to participate in projects from the beginning designs with engi-

neers and architects, through the construction with contractors and supply companies, to completion and final inspections, always functioning within an assigned budget and described specifications," stated Neptune.

He noted that Marion County has some of West Virginia's oldest school facilities still in operation.

"Mannington Middle School is the oldest school in the state, dating back to 1925," Neptune said. "Three projects that were built under President Franklin Roosevelt's Works Progress Administration (WPA), Monongah, Fairview and Mannington, are still in use today. Fairmont Senior High School is right there, too, dating back to 1928. We had to do many renovations projects because of our aging facilities, such as a huge boiler project at Rivesville Elementary/Middle School."

Director Neptune played an instrumental role in the heating, ventilation and air conditioning replacement project at North Marion High School, the expansion of East Dale Elementary School as well as roofing replacements at several school buildings. Two of his most

memorable projects, the football and baseball fields at North Marion High School, required alternative methods to get them built.

"We had a group of local people who brought in D-8 and D-9 dozers and volunteered all their labor and equipment to build the fields," Neptune recalled. "We called our volunteers 'The Woodcutters'." The Marion County Board of Education later on paid for artificial turf on the football field."

When the county wanted to make the track at North Marion 8-lanes from 4-lanes, Neptune again called up volunteers to make the project happen.

"When the West Virginia National Guard wanted to train its members on heavy equipment, they took the hillside down beside the school and flattened the area and we expanded to an 8-lane track. The school now has a 10-lane track and many track meets are now held at the school," he said.

Through his experiences, the new SBA director said he gained a great deal of understanding about the importance of well-functioning facilities for students

to learn and grow, and teachers and coaches to deliver instruction. He said he also learned the importance of providing the resources and atmosphere to empower educators to be successful in completing their tasks.

"I've heard all my career that people look first to the school system when deciding to locate in an area," Neptune remarked. "Everyone knows there are many needs for maintenance and improvement statewide. The latest statewide needs assessment totals around \$3 billion."

Neptune is taking over for David Roach, who became Superintendent of the West Virginia Department of Education last summer.

"I hold David Roach in the highest regard," stated Neptune. "He wanted the SBA to provide hope and opportunity for counties to upgrade their facilities. I want to continue his mission by working collaboratively with county superintendents and boards of education on new ideas to provide new and upgraded facilities."



PHOTO BY SCOTT ABBOTT PHOTO

New School Building Authority Director Andy Neptune recently toured construction of the new Herbert Hoover High School in Kanawha County. He said he was impressed by the design and construction of the \$86 million facility. Williamson Shriver Architects, Charleston, designed the new school to replace the structure that was devastated by the 2016 floods. Doss Enterprises, Jane Lew, was low bidder on the 2.3 million cubic yard site prep contract. Swope Construction Company, Bluefield, is the general contractor on the project. Other CAWV members who hold prime contracts are DSO Mechanical, LLC, South Charleston, and R.M. Huffman Company, South Charleston. The school will have football, soccer, baseball and softball fields, practice fields and tennis courts. The school is scheduled to open in the fall of 2023. Herbert Hoover students have been attending classes in portables since 2016.

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The new director says securing funding is critical to meeting his mission. In September 2022, the SBA board said there are no plans to fund new school construction projects in the state during its December meeting cycle as construction costs remain high. There was a quarterly meeting at the end of the year but no Needs Grants funding awards were made.

Dana Womack, director of architectural services for SBA, said in September the SBA “will continue to evaluate where the projects are coming in at costs-wise but right now prices are high.” SBA Chairman Brian Abraham, chief of staff for Governor Justice, stated the authority wanted to take a wait-and-see attitude after seeing the impact of inflation on building costs during the past several months.

“Inflation and supply chain issues in the construction industry are very concerning to us,” Neptune opined. “Increases in the square foot construction costs of construction, and how to find additional funds for future projects, will be on the agenda for the Governor, the Legisla-

ture, and the SBA board.”

Neptune said all legislators know the importance of school funding to economic development in their counties and that they can help with the funding discussion.

“With my background, I believe I can be a bridge-builder between the SBA and the county superintendents,” he said. “We can build a positive rapport with all the different agencies to make the successful completion of the project within the assigned budget a priority.”


The new director said he is impressed by the SBA staff, calling them a very “experienced, knowledgeable, hard-working and dedicated group.”

“I look forward to working with them to gain valuable knowledge and experience as well as build an agency that continues to produce positive results for the West Virginia education system.”

Neptune also said he looks forward to working with the Contractors Association of West Virginia and members of

the CAWV Joint Architects Committee. He was aware of the many changes to the SBA's Policy and Procedures Manual for Construction in 2019. He noted SBA will begin reviewing modifications to the agency's Quality and Performance Standards which he says has not been updated since 2013.

“You can rest assured we will look to the CAWV and its members when working on construction issues,” Neptune asserted. “While I'm director, we will have open, effective communication. I need to learn from your members. We can't build the future of West Virginia if we aren't working together. We can all turn the wheel in the right direction.”





“I really want to thank Gov. Justice for the appointment and I'm just so excited for this opportunity,” Neptune said. “I've always enjoyed being able to work on projects in Marion County and seeing the excitement and enthusiasm injected into schools when we completed projects there. Now I'm able to take that with the SBA and provide opportunities like that throughout the state. That's such an exciting opportunity.” 



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Asphalt Pavement Association of West Virginia Chairman Mark Haverty

Mark Haverty served a two-year term as chairman of the Asphalt Pavement Association (APA) of West Virginia. In those two years, he orchestrated a transition of the organization on two fronts; finding a new executive director of APA and a new professor for asphalt technology at West Virginia University.

Pat Parsons retired in January 2022 after serving 35 years as Executive Director for the Flexible Pavements Council of West Virginia, now the Asphalt Pavement Association of West Virginia. Prior to heading up APA, Parsons worked for the Contractors Association of West Virginia beginning in 1979.

"Making the transition from Pat Parsons' retirement to the introduction of John Crane as the new executive director of APA was my major objective as APA chairman," said Haverty,

who is senior vice president of Shelly & Sands, Inc., the parent company of Kelly Paving, Inc., Williamstown. "John came on board in November 2021 and he will be a good person to carry on the work Pat has performed for so many years."

Haverty thanked Bob Brookover, past president of West Virginia Paving, Inc., Dunbar, and former APA chair who led the search committee for a new director.

"Bob and the Executive Committee did a lot of work in order to make the transition a success," the outgoing chairman remarked.

Transitioning the asphalt technology professorship at WVU was another objective for Haverty.

In 1993, APA created an endowment with the WVU Foundation to fund an asphalt technology professorship. The Asphalt Technology Program in the Benjamin M. Statler College exposes civil engineering students to the latest asphalt pavement technology, practices and materials. At the time of its inception, the program was only the second of its kind in the country.

Professor John Zaniewski has held that position since 1997. After Zaniewski announced in late 2021 that he would be retiring, board members of the APA voted to pledge additional money to raise the position from an endowed professorship to an endowed chair.

"We are fortunate that Dr. James Bryce has been hired to take on this role," Haverty remarked. "He has an excellent background and he will help ad-

vance asphalt technologies that will serve the industry and the state."

Before accepting his new position, Dr. Bryce served from 2020 to 2022 Marshall University as an Assistant Professor in the Department of Civil Engineering and assistant director of the Appalachian Transportation Institute. He is a 2008 graduate of the University of Missouri where he received his BS in Civil Engineering. Later, he attended Virginia Tech where he received his MS and, subsequently, his Ph.D. in Civil Engineering. In 2014, he spent a year at the University of Nottingham (UK) where he was a Marie Curie Post-doctoral Scholar working on methods to measure the sustainability in pavement.

APA voted to increase their endowment to \$1 million to raise the asphalt technology professorship to a fully chaired position.

"I am most proud as APA chairman that the program is now named the Pat Parson's Faculty Endowment within the Wadsworth Department of Civil and Environmental Engineering at the Statler College of Engineering and Mineral Resources," Haverty commented. "This will allow us to continue to support Dr. Bryce in his efforts to grow the program."

The Wood County native, after getting a degree in Business Administration from Marshall University, began his career in asphalt marketing for Ashland Oil, later Marathon, in Ashland, Kentucky. He served in a number of Ashland's regions, including Pittsburgh, PA, and Canton, Columbus and Cincinnati in Ohio.



New APA Chairman Chet Rodabaugh (left) presents a plaque commemorating Mark Haverty's term as APA Chairman.

"Nick Little hired me in October 1999 to run Kelly Paving's asphalt terminal in Rayland, Ohio serving plants in West Virginia and Ohio," Haverty stated. "In 2004, I took over Kelly Paving's operations in District 6, I've had numerous roles since, but most recently was made Senior Vice President of Shelly & Sands, with responsibilities including asphalt plant operation, quality control and environmental compliance. I also retained responsibility for Kelly Paving's asphalt operation in northern West Virginia as well as our asphalt operations in Akron and Youngstown, Ohio."

Haverty recalled the more memorable aspects of his construction career.

"Working at the asphalt plants offered me a firsthand look into what the men and women in the field overcome every day," he remarked. "On the day and night shifts, either the auger on the bag house would quit working or something simple as a plug in the liquid line. These people go to battle every day fighting problems that few ever know exist. The same for the paving crews."

He noted that when he began in the

industry, there were a number of individual companies that had developed long-time relationships with suppliers and the West Virginia Division of Highways.

"As such, most problems could be worked out in the field," he noted. "Today, with industry consolidation and talented WVDOH employees retiring and being recruited away from the division, I'm sorry to say that many of those valuable relationships are gone."

"The good news is that the WVDOH has reopened a dialog with the industry," he stated. "We truly need each other to successfully serve our mutual customer, the driving public. Our communication with the division is different today. We have a new breed of professionals, many of which prefer to meet on screens versus personal conversation."

Haverty said he believes new APA chair Chet Rodabaugh, Senior Vice President and General Manager of West Virginia Paving, Inc., will do a good job in navigating the changing environment.

"Chet is a wonderful pick and I thank

him for stepping into the APA chair," Haverty said. "Our industry is aging and we have to encourage young people now to get involved and become informed. Rick Johnson with West Virginia Paving and Chad Miller with J.F. Allen Company have been champions of the APA for many years and have done an excellent job. We need to search and encourage our next team of champions."

"We were able to start a Women of Asphalt chapter in West Virginia," he offered. "The new chapter will provide a welcome to women interested in joining our industry and the social network once they are there. You'll see more of Women in Asphalt and their growing ranks in the month to come."

Haverty said he is glad the APA is a division of the Contractors Association of West Virginia.

"With no doubt, our association with the CAWV allows us to have many positive impacts from being a consolidated front. Not to mention," he added, "the intellectual influence that comes from being around so many more industry leaders."



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CONSTRUCTION BRIEFS



On Tuesday, November 23, 2021, Gov. Jim Justice and the West Virginia Division of Highways announced a contract for \$7,166,000 to rehabilitate the historic Capon Bridge in Hampshire County. Triton Construction Inc., St. Albans, was the lowest of three bidders for the project, which will renovate the span. The bridge carries US 50 over the Cacapon River in 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. Renamed the US Army Corporal Rex Marcel Sherman Memorial Bridge, after an Army veteran who lost his life in the Vietnam War, the bridge still carries an average of 6,200 cars a day. However, the bridge is subject to weight restrictions, and trucks and buses must cross one at a time. Triton is utilizing a temporary bridge while renovating the existing truss bridge.

■ **The city of Morgantown City has received an additional \$558,819 in federal aid to complete the city's Pleasant Street streetscape project.** That, in conjunction with an additional \$139,704 match from the city's contingency fund, will allow the \$1,478,524 project to move forward this summer. Those improvements, which went to bid in January, will include the construction and repair of sidewalks, tree pits and pedestrian-scale lighting from University Avenue to Spruce Street. The successful bidder was **Blue Gold Development LLC**, Rivesville, at \$1,308,428.50. The West Virginia Division of Highways identified some additional grant funding for the Walnut Street streetscape. The Walnut Street project has the added complication of right-of-way issues tied to underground vaults

connected to the buildings along that section of the street. "We hope it will at least go to bid in 2023. Depending on how quickly that goes, it could get to construction in 2023, or it could get to construction in 2024. We're not exactly sure of the timing of that yet," Morgantown Assistant City Manager Emily Muzzarelli said ...

■ **The federal Omnibus bill for 2023 has millions of dollars earmarked for Southern West Virginia projects,** including land acquisition for a Mercer County Multipurpose Center, a new County Commission building in McDowell County, a Princeton Multi-Use Community Center and funding for the Princeton Renaissance Theater. Sen. Shelley Moore Capito, R-WV, a member of the Appropriations Committee, was able to secure

\$250 million in Congressionally Directed Spending (CDS) measures for a variety of West Virginia projects in the FY23 federal funding bill that passed on December 22, 2022. The Mercer County Economic Development Authority (EDA) will see \$2 million for land acquisition related to constructing a Mercer County Multipurpose Center. John O'Neil, EDA Executive Director, said the exact location of the center cannot yet be announced but it will be near Princeton. "It is an economic development project related to outdoor recreation and travel sports tourism," he said, with an additional "significant" commercial development component. Funding of \$729,000 was included for the Princeton Renaissance Theater (formerly the LaVon Theater) on Mercer Street. Almost \$5.5 million is

CONSTRUCTION BRIEFS

earmarked for the McDowell County Commission facility in Welch. County Administrator Jennifer Wimmer said the money is for a new building that will house the Commission as well as the magistrate court and probation. "It will be in the same location of the current facility," she said. "We will need to tear down three buildings and we are working on getting funding for the demolition. That is our plan, to tear down those buildings and rebuild" ...

■ **The Board of Directors of the H.I. Shott, Jr. Foundation has approved a grant for \$300,000** to facilitate the upgrading of the electrical and HVAC systems in the Renaissance Theater in downtown Princeton. As further support for the campaign to raise the \$1.2 million needed to complete the restoration of the theater, the Foundation's

Board issued a challenge grant by which the Foundation agreed to contribute up to an additional \$300,000 for additional capital improvements to the theater at the rate of \$1 for every \$2 raised during calendar year 2023 by the Renaissance Theater Project Group. In addition to the theater, the group Community Connections is trying to bring to reality the Bob Denver "Little Buddy" museum, named for the "Gilligan's Island" TV show actor who retired to the Princeton area...

■ **The Eastern Panhandle will also receive funding for projects through Congressionally Directed Spending measures in the FY 23 Omnibus Spending package.** Some of the infrastructure projects include:

- \$375,000 for the Charles Town Green Infrastructure for Storm-

water Pollution Flooding Project

- \$3,000,000 for the Berkeley County Public Service Water District for Bunker Hill water mainline upgrade
- \$609,000 for Shepherd University for facilities and equipment
- \$1,500,000 to the Martinsburg National Guard Readiness Center for planning and design
- \$840,000 for Martinsburg downtown lighting improvements
- \$725,000 for the Town of Paw Paw fire station rehabilitation
- \$1,400,000 for the Charles Town Augustine Trail & Connectivity Project

"West Virginia's Eastern Panhandle continues to show promising signs of growth and economic development opportunities, and as such, several entities reached out to my office seeking federal support. I am



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CONSTRUCTION BRIEFS



On Wednesday, September 29, 2021, Gov. Jim Justice and the West Virginia Division of Highways announced a contract to build an important connector road between the Trace Fork Shopping Center and Jefferson Road in Kanawha County to alleviate traffic congestion on Jefferson Road and Corridor G. Triton Construction, Inc., St. Albans, was awarded the contract to build the RHL Boulevard connector road, with a bid of \$10,942,950. The project will build a roughly half-mile connector road between RHL Boulevard near the South Charleston Memorial Ice Arena and Jefferson Road, and includes a 420-foot bridge. The project ties in with an ongoing project of Kokosing Construction Company, Inc., Westerville, Ohio, to widen Jefferson Road to improve traffic flow into and out of Corridor G's shopping centers. The project will be paid for with funding from Gov. Justice's \$2.8 billion Roads to Prosperity highway construction and maintenance program.

pleased that many projects were able to meet the standards put forth by the committee and the various agencies who disperse these funds," Sen. Capito said...

■ **The city of Buckhannon accepted bids for Contract A, Tennerton Booster Station Watermain Replacement.** Low bidder was **Pro Contracting, Inc.**, Lost Creek, at \$271,150 and other bids included **Doss Enterprises, LC**, Jane Lew, at \$319,630, **A. J. Burk, LLC**, Horner, at \$335,215 and **Green River Group, LLC**, Morgantown, at \$413,950...

■ **The city of Moundsville broke ground and made history in 2022 with the kickoff** of construction of its new municipal building – a project officials hope will be completed this year. Moundsville City Manager Rick Healy said beginning construction of

the municipal/safety building was a big accomplishment for the city last year. "This project, the largest ever undertaken by the city of Moundsville, is the culmination of years of planning and design," he said. "The construction costs, at approximately \$10.7 million, will be paid by proceeds of the 1% Municipal Sales Tax. There is no direct taxation, user fee, or otherwise assessed to the citizens for this project." The new building is being constructed beside the existing municipal building...

■ **Progress is ongoing for a project at the former Fort Gay High School that will make** the space ready for the community and add affordable living space. Demolition is underway inside the building. Upon project completion, the space is expected to consist of eight affordable senior housing units on the second floor and community spaces on the

first floor, with the possibility of moving town offices to the first floor as well. Nick Guertin, associate director of Revitalize Appalachia of Coalfield Development's construction and real estate development enterprise, said while progress has been made so far, an exact time for when the project will be completed is still unknown. "The challenging thing to say right now is that the supply chain issues have just continued to be a major factor in affecting our timelines," he said. "So, we know we'll be working on the project all throughout next year. So it's hard for us right now to project with certainty what those timelines are." Guertin said crews initially made repairs and replacements to the building's roof, and that work made it easier and safer for the crews to later move their work into the building. Since then, asbestos abatement has been completed, crews

CONSTRUCTION BRIEFS

are working on removing debris and other unnecessary materials from inside, and contracts are being planned for items such as HVAC and elevator maintenance. Architect on the project is **Edward Tucker Architects, Inc.**, Huntington...

■ **An Appalachian regional coalition formed to pursue billions of dollars in federal funding** to develop a hydrogen-based energy and economic development hub says it has cleared a significant hurdle toward making the hub a reality. The Appalachian Regional Clean Hydrogen Hub, which calls itself ARCH2, is pursuing support for hydrogen hubs provided by the Infrastructure Investment and Jobs Act (IIJA) enacted in 2021. The Department of Energy opened a \$7 billion funding opportunity in September 2022 to create hydrogen hubs

nationwide. Hydrogen is light and has the highest energy per mass of any fuel. The goal of the program is to spread energy investments and jobs, and West Virginia leaders say an industrial hub in Appalachia would benefit the entire region. The \$7 billion federal hydrogen hub program is to support six to 10 hubs across the nation, according to the Department of Energy. The Department of Energy says it encouraged 33 entities submitting concept papers to submit a full application and discouraged 46 entities from doing so. The state, EQT Corp., Battelle, GTI Energy and Allegheny Science & Technology teamed up to establish the hub, regional business and political leaders announced in September. The West Virginia delegation notes Northern Appalachia would be a geographically sensible choice for a hydrogen hub due

to its close proximity to major end-use markets in the Midwest, Northeast, Southeast and Mid-Atlantic. Full applications are due April 7. Applicants must include a plan describing how they will engage with community and labor groups, invest in America's workforce and support the Biden administration's environmental justice initiative requiring that 40% of benefits of certain federal investments flow to disadvantaged communities...

■ **West Virginia University accepted bids for demolition and replacement of AHU unit** at the Health Sciences Center in Morgantown. Low bidder was **A. Durer, Inc.**, Morgantown, at \$1.1 million and other bids included H. E. Neumann Company, Wheeling, at \$1.44 million and Wayne Crouse, Inc., Pittsburgh, Pennsylvania, at \$1.45 million...



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CONSTRUCTION BRIEFS

■ **The YWCA Wheeling building is 117 years old, and it's about to get \$11 million** in renovations. Local YWCA officials announced the project, as well as the "Building Hope, Building Lives" capital campaign, to raise the additional \$1.8 million needed for the work. More than 80% of the funding needed already has been generated since 2018 through past donations, grants and historic tax credits, explained Lori Jones, executive director of YWCA Wheeling. The building is located at 1100 Chapline St. in downtown Wheeling. The capital campaign is only the third undertaken by the YWCA Wheeling, and really only the first major one in more than a century, she added...

■ **Gov. Jim Justice announced that he has petitioned for Boone, Clay, Hampshire, Monroe, and Preston counties to be Governor-designated HUBZones.** The Historically Underutilized Business

Zone (HUBZone) program gives participating small businesses access to exclusive federal contracting opportunities and preferential price evaluations when bidding on at-large federal contracts. West Virginia is one of the first ten states to petition for expanding access to this program through Governor-designated HUBZones. "I am so happy to announce that I have spearheaded this petition," Gov. Justice said. "Our great state's small businesses deserve a fighting chance to show the nation the competitive advantage of West Virginia. We remain ready and able to compete for federal contracting opportunities and help revitalize our rural communities through continued hard work and dedication." Three percent of all federal contracts are to be funded through this program. In 2020, West Virginia small businesses contracted for \$48 million worth of goods and services. In 2022, WV small businesses contracted for an

estimated \$99.7 million. "The Governor's decision to seek HUBZone designation for five additional West Virginia counties is further evidence of the State's commitment to its small business community," WV Department of Commerce Secretary James Bailey said. "The HUBZone program presents a great opportunity for businesses to not only increase revenue and diversify income streams but to also continue driving economic growth and job creation locally."...

■ **Lake Floyd Public Service District accepted bids for sewer improvements** in Harrison County. Low bidder was **A.J. Burk, LLC**, Horner, at \$1.4 million other bids included **Pro Contracting, Inc.**, Lost Creek, at \$1.70 million, **FAMCO, Inc.**, Huntington, at \$1.74 million, **Litman Excavating, Inc.**, New Martinsville, at \$1.75 million, **Doss Enterprises, LC**, Jane Lew, at \$1.81 million, **D&M Contracting, Inc.**, New

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Alexandria, Pennsylvania, at \$1.88 million and **Green River Group, LLC**, Morgantown, at \$1.9 million...

■ **The city of Philippi has secured \$10 million in grant funds towards the construction** of a water reservoir to serve as a secondary water supply, according to City Manager Jeremy Drennen. The project is estimated to cost \$15 million. The \$10 million in grant funds is the largest amount of grant funds the city has received relating to a single project, Drennen said. Stakeholders have tried to find a way to fund the project for more than 15 years. The project not only benefits the City of Philippi, but customers with the Chestnut Ridge, Century Volga and Central Barbour public service districts...

■ **The Logan County Commission and Logan County Housing Au-**

thority broke ground for the construction of a housing complex for veterans in the city of Logan. Early planning for the apartment complex, which will provide a preference for veterans in need of low-income housing, consisted of a 12-unit building with a construction cost of around \$6.2 million. The project is now a four-story, 22-unit structure estimated to cost \$8.7 million. **Jarrett Construction Services, Inc.**, Charleston, is the general contractor. Funding for the project will come from both public and private funding. Contributors include the West Virginia Housing Development Fund, the Ohio Capital Corporation for Housing, Federal Home Loan Bank Pittsburgh, and the First National Bank of Williamson...

■ **The historic Morgantown Post Office building will receive \$1**

million in federal funding to put toward a major renovation project. The total cost of renovation of the 110-year-old building is estimated at \$10 million. U.S. Senators Joe Manchin, D-WV, and Shelley Moore Capito, R-WV, helped secure the \$1 million funding. Last summer, some emergency repairs were made by **Sutter Roofing & Metal Company, Inc.**, Clarksburg, to prevent further weather-related damage. "We have saved the building from deterioration by replacing the roof and repairing the water leaks along the masonry at the top of the building," said Morgantown Post Office President Jane Cardi. Building infrastructure is the next immediate priority for the restoration project. Cardi said the current HVAC system will not support indoor events in the winter. Once final plans are complete, supporters plan to apply for historic tax credits and new




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Form Energy will partner with the state of West Virginia to build its multi-day iron-air battery manufacturing facility on a 55-acre site in the city of Weirton on the site of the former Weirton Steel Plant located along the Ohio River. Construction will begin this year for a 2024 target for commercial manufacturing of the battery. A total of up to \$750 million will be invested in the site, creating 750 new full-time jobs. The state structured a financial package worth up to \$290 million to convince Form Energy to choose the site.

market tax credits in order to go forward with fundraising and the rest of the project...

■ **Gov. Jim Justice held a signing ceremony at the former Weirton Steel mill** for House Bill 2882, which appropriates \$105 million to the West Virginia Economic Development Project Fund to be used for Form Energy's new battery manufacturing facility. Gov. Justice announced in December 2022 that Form Energy will partner with the State of West Virginia to build its first iron-air battery manufacturing facility on 55 acres of property in the northern panhandle of West Virginia, along the Ohio River, in the city of Weirton. The new battery manufacturing plant is expected to create a minimum of 750 new full-time jobs and will represent a total investment of up to \$760 million, including \$290 million from the State. Mateo Jaramillo, co-founder and CEO of Form Energy, noted at the ceremony that most grid-scale battery technologies on the market can only provide, at most, four to six hours of energy storage at full rated power. To reach energy independence, meet supply chain chal-

lenges, and run the grid reliably and affordably, there is a need for new, transformative domestically-manufactured energy storage technologies capable of cost-effectively storing electricity for multiple days. With more than 400 employees, Form Energy is an American energy storage technology and manufacturing company that is developing and commercializing an iron-air battery capable of cost-competitively storing electricity for 100 hours...

■ **Nucor Corp. officials say they are on track to begin construction of a new sheet steel mill** at the Mason County community of Apple Grove. "We are continuing to work through the permit process and remain committed to the project and the community," said Nucor spokeswoman Katherine Miller. Construction on the mill north of Huntington was expected to start in the beginning of 2023, according to company officials. Miller declined to give a start date and said the company was still working through the permitting process. Nucor's revised U.S. Corps of Engineers permit application shows the mill de-

velopment plan includes two electric arc furnaces, a hot strip mill, a cold mill, indoor and outdoor storage facilities, inbound and outbound transportation facilities, air pollution control baghouses, electric substations, a slag processing facility, access roads, material storage areas and stormwater and wastewater treatment facilities. The total construction would occupy about 660 acres of the overall 691-acre site. The permit application with the Corps says it plans to fill material into 731 linear feet of stream for construction of an access road, riprap stabilization, building foundations and stormwater features. Nucor said the discharge of fill material into 9,891 acres of 33 wetlands is necessary for cuts or fill associated with construction. A large river dock along 7,500 feet of riverbank is planned for receiving raw materials and shipping finished product. Nucor's revised permit for river work includes the construction of five barge fleeting areas each with three mooring cells. Three of the proposed fleeting areas would accommodate eight barges moored four wide by two long. Two of the proposed fleeting areas would accommodate 12 barges moored four wide by three long. The cost of Nucor Steel's new sheet mill has gone up since the project was first announced. The company now expects to spend approximately \$3.1 billion on the project, which is up from the \$2.7 billion price tag announced in January 2022. Factors contributing to the increased capital cost include general inflation, the acquisition of additional property and equipment and the expanded port and tail infrastructure requirements. Company officials have said at the height of construction they expect as many as 2,000 construction workers on the job. Once in full operation, the plant will provide 800 permanent, full-time jobs...


■ **Gov. Jim Justice announced the launch of two new websites to improve the state's distribution**

CONSTRUCTION BRIEFS

of grants and infrastructure funding. The first, Grants.wv.gov, is a one-stop-shop for personal and business-based grant funding opportunities in West Virginia, making it easier for residents to find and apply for grants. This is a first-of-its-kind resource to help connect people with West Virginia grants in one location. Additionally, there are resources such as grant writing tips and other training materials to help organizations successfully apply for funding. The second website, the West Virginia Infrastructure Hub, is a platform designed to efficiently distribute funds from the Infrastructure Investment and Jobs Act throughout the state. The State of West Virginia is expected to receive \$7 billion over the next five years in federal funding from the IIJA. The website aims to ensure that the historic investment in infrastructure is distributed to

where it is needed most. It will allow West Virginians to see precisely how the state is moving the needle, answering questions like exactly how many miles of roads are being paved? How many new residences and businesses now have broadband access?...

■ **Kanawha County officials have taken two steps forward on a proposed downtown** Charleston athletic center. The Kanawha County Commission voted to retain Charleston attorney Nick Casey and to put design and architectural services for the Capital Sports Center out for bid. The proposed \$80 million multi-sport center would be built on two ancillary structures of the Charleston Town Center mall. It would be a joint venture of the county commission and the city of Charleston. "There's so many different ways that we can

structure this, I wanted to make sure that we're doing it the proper way, make sure that we're doing it in a way that reduces as much liability as possible, and make sure that we're compliant with all state and federal laws when we do it," Commissioner Ben Salango said of the reasons for hiring an attorney. Once an architect is hired, Salango said, the design phase can start and the county will have a better idea of the project costs. "We have estimates on what it will cost, but when you start raising money, when you start going to U.S. senators asking for money and the governor asking for money, I need to know exactly what it's going to cost," Salango said. "So that's not an area that we can make a mistake. The goal is to get an architectural firm on board now [and] start the design. We can start the cost projections, and then we'll start raising money." 

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MEMBERS IN THE NEWS



Cook's Excavating wins national safety award

ROCK VIEW, WEST VIRGINIA - Cook's Excavating, LLC received an award from the National Safety Council in recognition of their safety record. The company has had zero accidents or injuries since 2006, representing over 700,000 hours worked. Nick Lawrence, Certified Safety Specialist – Construction and company safety director, said Cook's Excavating values safety because they value their employees. "I couldn't be more proud of my team," said Lawrence upon notification of the award. "Our foremen preach safety to our guys. We tell them, Remember, No Safety, know pain. Know Safety. No Pain."

Cook's Excavating, LLC is a family owned business since 1968 specializing in earthmoving, erosion control, land clearing, underground utilities, access roads and site preparation, including areas of vast rock and steep terrain.



Encova Foundation pledges \$250,000 to Keith-Albee

CHARLESTON, WEST VIRGINIA- The Keith-Albee Performing Arts Center in Huntington received a \$250,000 pledge from the Encova Foundation of West Virginia. Encova President and CEO Thomas J. "TJ" Obrokta Jr. said the gift will be distributed over five years beginning in 2023. The initial \$50,000, received in January, will be paired with funds from other sources for a building infrastructure project that is scheduled to begin in May. The project includes the basement wall waterproofing and



replacement and installation of a new water service with a new sprinkler riser.

"This contribution from Encova is crucial to the success of the Keith-Albee for essential renovations contributing to public safety," Keith-Albee Board President Robert H. Plymale. "It is also an investment in modernizing the theatre, making it more cost-effective and efficient. The overall plan is to provide additional opportunities for the community in the area of quality arts and entertainment and driving economic growth for the city of Huntington. However, in order to accomplish these goals, improvements are necessary."

The iconic theatre, nearly 95 years old, was originally constructed with 2 million bricks, 550 tons of steel, 97 cars of cement, and 15 cars of plastering wax. Extensive renovations are required for fire and safety, mechanical, electrical, and plumbing systems as well as back-of-the-house dressing rooms, Keith-Albee officials noted.

CAWV members to serve on state's Design-Build Board

CHARLESTON, WEST VIRGINIA - Governor Jim Justice has made ap-

pointments to the West Virginia Design-Build Board. Michael Gianni, president of The James White Construction Company, Weirton, and John Jarrett, president of Jarrett Construction Services, Charleston, will serve as the two contractor members on the board. Phoebe Patton Randolph, AIA, principal at Edward Tucker Architects, Huntington, will serve as the architect member. Lynn Flink, principal at The Rodeheaver Group, Morgantown, and Andrew K. Teeter, senior vice president, USI Insurance Services, Charleston, are the public members on the board. Chad Riley, president, The Thrasher Group, Bridgeport, was reappointed to represent engineers. He was elected chairman of the board for this year.

The Design-Build Procurement Act was enacted by the Legislature in 1999 as a means to select design-builders for authorized government construction projects. The Act created the Design-Build Board to review and approve state and local government construction projects utilizing design-build principles in construction. In 2005, the Legislature modified the Design-Build Procurement Act, expanding the duties and responsibilities to include oversight and monitoring of approved projects.

MEMBERS IN THE NEWS

Virginia King appointed to Infrastructure Council

CHARLESTON, WEST VIRGINIA - Virginia L. King has been appointed by Governor Jim Justice to the West Virginia Infrastructure and Jobs Development Council. She oversees all business administration operations at Kanawha Stone Company, Inc., the company she and her husband formed in 1973. Mrs. King founded TERRADON in 1989 and has been instrumental to the company's success thanks, in part, to her strategic approach to financial management and multidisciplinary oversight. She's an active member of the National Association of Women Business Owners and Women's Business Enterprise National Council. She is a trustee of the Contractors Association of West Virginia's Scholarship Foundation. Enacted in 1994 by the West Virginia Legislature, The West Virginia Infrastructure and Jobs Development Council (IJDC) was created to be West Virginia's



King



Clonch



Lint



O'Malley

funding clearinghouse for water and wastewater projects.

CAWV members named 2023 Young Guns

CHARLESTON, WEST VIRGINIA - West Virginia Executive magazine recently announced their Young Guns Class of 2023. Each year, 10 West Virginians are recognized for their dedication to bettering the world around them, be 43 years of age or younger at the time of selection, excel in their career and be actively involved in their community. CAWV members included in this year's Young Guns include:

Jared Clonch, vice president,

Orders Construction Company, Inc., St. Albans, graduated from West Virginia University with a degree in civil engineering and began his career working for a landscape architecture and civil site design firm in Charlotte, North Carolina. In his current position at Orders Construction, he addresses all phases of construction, including field operations and being in the office helping with plans, estimates and financials.

Lauren Lint, chief financial officer, The Thrasher Group, Inc., Bridgeport, graduated from West Virginia University and began working as an audit associate for a large accounting firm in Pittsburgh, Pennsylvania. She returned to Morgantown to work for



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MEMBERS IN THE NEWS

Swanson Industries. She now leads the finance team at The Thrasher Group.

Patrick O'Malley, regional vice president of West Virginia, Truist, is a Charleston native who received a full scholarship to play basketball for the University of Richmond. His first job as a professional was as a basketball player in an Irish basketball league in Belfast, Northern Ireland. Crediting his father for his interest in banking, O'Malley currently leads the West Virginia region at Truist.

Governor appoints former CAWV head to Water Development Authority

CHARLESTON, WEST VIRGINIA – Governor Jim Justice appointed former CAWV Executive Director Mike

Clowser to the West Virginia Water Development Authority (WDA). WDA is the agency that coordinates the financing and closing for all infrastructure loans and economic development loans and provides financing for the design, construction, improvement and acquisition of wastewater and water facilities to municipalities, public service districts and other political subdivisions of the state.

The WDA's most recent program, the Economic Enhancement Grant Fund (EEGF), is appropriating \$250 million in American Rescue Plan Act for additional water, wastewater and stormwater systems and for economic development projects. EEGF projects must be able to enter into construction or acquisition contracts by December 31, 2024, and be completed by December 31, 2026.

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