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2020

REPORT CARD FOR
WEST VIRGINIA'S
INFRASTRUCTURE



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COVER
A construction worker, looking east
atop the interstate I-70 tunnels.
Circa 1963

*Photograph courtesy of
the collection of James Thornton*

The Ohio Valley Construction Employers Council, Inc. is a multi-employer contractors' trade association consisting of member firms primarily engaged in the construction and related industries. Organized in the 1940's as the Ohio Valley Builders Exchange, Inc., the organization grew out of a conviction among a group of astute, farsighted contractors that believed industry objectives can best be attained by team work and cooperation - by ASSOCIATION.

Restructured in 1973 as an amalgamation of various local contractor associations in the Valley, the OVCEC represents all facets of the construction industry including: The Wheeling Area Association of Plumbing, Heating and Cooling Contractors; The Wheeling/Steubenville Area Sheet Metal and Roofing Contractors' Association; The Wheeling/Steubenville Association of Painting Contractors; and The West Virginia Highway/Heavy Contractors' Association. The Construction Employers Council has developed a close liaison with the West Virginia Construction Council, the Ohio State Construction Council, and the National Construction Employers Council (NCEC). Close liaison with tri-state sister associations serves to further develop the organization's regional coverage of West Virginia, southeastern Ohio and portions of Western Pennsylvania.

The Ohio Valley Construction Employers Council, Inc. is dedicated to the advancement of the construction industry and the protection of its members and the general public.



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LETTER FROM THE EXECUTIVE DIRECTOR



Jack Ramage

Eric has hit the ground running and is anxious to meet all of you.



Eric Starkowicz

IT SEEMS LIKE ONLY YESTERDAY when I agreed to assume the reins of the OVCEC and that was more than eighteen months ago. Since I had retired from the Master Builders' Association in Pittsburgh, my plans were to stay long enough to assist the Executive Committee in their quest to find a permanent executive director. Then early in 2020, the pandemic known as Covid-19 crippled the country and the world for that matter. Except for the construction industry, the business world slowed to a crawl. The OVCEC likewise operated on a limited schedule providing the bare essentials to the Ohio Valley construction market. Without holding the usual events and limiting meetings to Zoom calls, I was not able to get out and meet many of the OVCEC members in person.

With 2021 came the distribution of the Covid-19 vaccinations and the country was beginning to emerge from the pandemic. Businesses were returning to normal slowly but surely. I took this opportunity to inform the OVCEC Executive Committee that I would be re-retiring at the end of 2021. The OVCEC leadership conducted a search for the next, more permanent executive director. That search resulted in the hiring of Eric Starkowicz. I hired Eric at the MBA several years ago and during his tenure there, he gained a wealth of knowledge and experience. Being familiar with the commercial construction industry, Eric was able to hit the ground running in managing committees, growing the membership, and coordinating numerous events for the MBA and the construction industry. One of his shining accomplishments was taking "The Construction Industry Evening of Excellence" to new heights. The event, featuring the MBA Building Excellence Awards, has become THE construction industry event of the year in Western Pennsylvania with over fourteen-hundred attendees from every facet of the construction industry.

ERIC IS READY TO MANAGE HIS OWN ASSOCIATION and the OVCEC will benefit from his experience, energy, and innovative ideas for the future. He WOWED the search committee during the interview process, as I knew he would. Eric assumed his new post at the OVCEC on July 6, 2021, and he is all in. Eric, his wife Charlotte, and young son, Gunnar have already bought a house in Wheeling and he is excited to take the OVCEC to the next level of greatness. As he did with the MBA, Eric has hit the ground running and is anxious to meet all of you.

As for me, I will be here until the end of 2021 to assist in a smooth transition and to continue to manage many of the labor relations activities, allowing Eric time to evaluate and map out a strategic plan for the future of the OVCEC. While my time here has been brief, it has been extremely rewarding. I started my career in the Ohio Valley working at the W.H. Sammis Power Plant in Empire, Ohio many, many years ago and I will be ending my career here in Wheeling, WV where I grew up, in nearby Claysville, PA. Although my tenure with the OVCEC has been brief, I take great satisfaction in handing over the association in better shape than I found it and I am even more excited about the future of the OVCEC under Eric's leadership.



PAT MCCUNE

LEGISLATIVE UPDATE

WEST VIRGINIA

Heading a new law passed in the 2121 regular session, Governor Justice has called the WV Legislature back into two special sessions in June. Both sessions were called because of the new law, HB 2014, which required any executive spending of \$150 million or more to be approved by the Legislature.

At the end of June, the state ended the 2021 Fiscal Year with a \$413 million surplus.

The first session was called to allocate \$150 million dollars to the WV Department of Highways for increased county maintenance needs. The money was designated from the \$390 million of excess revenues collected for the first 11 months of the 2020-21 budget year. Highway officials called for the additional spending in an effort to correct the severe winter damage inflicted on roads,

bridges and slips. The money was not allocated uniformly to all counties, but based on individual county needs and requirements. Governor Justice also placed on the call the spending of approximately \$800 million of federal stimulus monies that were directed to the state's Department of Health and Human Resources societal obligations as well as an additional \$95 million to the Department of Education to fund the school lunch programs.

Lawmakers returned for a second call in late June to approve the Governor's plan to spend approximately \$250 million of budget surplus on a variety of projects and programs. Here are some the largest awards approved by the Legislature: \$48 million to the Department of Education to be used for building improvements and upgrades; \$50 million towards major improvements at state parks and the newly designated New River Gorge National Park; \$30 million to the state's Economic Development Department to be used in courting new business development and project expansions in WV; \$58 million in surplus dollars will be applied to the 2021-22 budgets of WVU, Marshall and other

smaller institutions of higher education.

At the end of June, the state ended the 2021 Fiscal Year with a \$413 million surplus. Subtracting the cost of the two special session spending plans, the state still collected an additional \$13 million more than estimated. These excess revenues will be deposited in the WV Rainy Day Fund which, at the end of FY 2021, held an additional \$995 million in reserve. Despite the pandemic's deleterious effect on the economy, the state's balance sheet remains strong and the economy is robust.

POLITICAL NEWS

Although Governor Justice has been a trusted steward of the state's finances, he and his family members are reeling from a continued downturn in his personal business assets. Earlier this summer, the Governor was sued by Credit Suisse Group seeking repayment of a nearly \$700 million personally guaranteed loan that the Governor entered into with Greensill Capital to fund his struggling Bluestone Resources coal operations. Credit Suisse subsequently purchased the assets of Greensill after it had filed for bankruptcy. In addition to the Credit Suisse obligation,

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Pat McCune

another bank, Carter Bank & Trust of Bassett, Virginia, has sued the Governor in an attempt to force payment of \$380 million in loans made to Justice held companies. Similar to the Credit Suisse loans, the Governor has also personally guaranteed the Carter Bank loans.

Recently, Governor Justice announced that he was engaged in positive settlement talks with Credit Suisse. The two sides are hoping that surging metallurgical coal prices will help to meet a restructured repayment Plan under consideration. Governor Justice has filed a counter suit against Carter Bank. Justice is seeking \$421 million in damages based on allegations of anti-competitive behavior, breach of contract and fiduciary duties.

The West Virginia Legislature's Joint Redistricting Committee plans to conduct 12 in person hearings and three virtual hearings. Lawmakers are expected to hear public comments and recommendations throughout the state. Wheeling will host one of the public hearings. It will be held on August 24 at Independence Hall on Market Street. Local members of the Joint Committee are: Senator Ryan Weld (R-Brooke); Delegate Erikka Storch (R-Ohio); Delegate Shawn Fluharty (D-Ohio). Arguably, the two biggest issues facing the Joint Committee on Redistricting will be creating single member districts for the WV House of Delegates and the redrawing of Congressional districts to reflect the census driven loss of one WV Congressional seat.

OHIO

The Ohio General Assembly recently finished work on a biennial budget that contemplates spending \$75 billion dollars of general fund revenues and \$162 billion from all funds over the next two years. The new budget document increases spending by \$5 billion over the previous biennial. It accomplishes the new spending levels without any new or increased taxes. The spending plan relies on continued robust

economic activity and public spending to generate the extra revenues. The most significant policy change is the adoption of a new funding plan for elementary and secondary education. The new plan will calculate new per pupil costs while factoring in the local property taxes and expected income levels in each school district. The new school spending plan is estimated to cost \$15 billion dollars over the next two years. The price tag is steep but goes a long way in funding a more equitable education system. Lawmakers will reevaluate the new funding formulas in two years to determine continued affordability.

Lawmakers made several tax code changes that will, hopefully, make Ohio more competitive with surrounding states: reduces all personal income tax brackets by 3% and establishes a top tier income tax rate of 3.99%; raises the income level for the first bracket from \$22,150 to \$25,000; creates a tax deduction for capital gains taken by investors in eligible Ohio venture capital firms. This special deduction won't begin until 2026; establishes a new tax credit for large projects that invest a minimum of \$1 billion in fixed assets and create a \$75 million annual Ohio payroll; eliminates state sales tax on employment services.

The new budget also allocates \$350 million for brownfield remediation and creates a \$150 million fund for preparing old industrial sites for new use and purposes. Like most states, Ohio will also invest \$250 million in broadband expansion in underserved areas of the state.

POLITICAL NEWS

The US Attorneys Office for southern Ohio just announced a settlement with First Energy over its involvement in funneling \$60 million in dark money in an effort to sway legislators to vote favorably on the controversial HB 6. The bill was successfully passed in 2019 but touched off a federal probe and subsequent indictments of then Ohio House Speaker Larry Householder and four other political allies. All were charged

with criminal bribery charges based on an 80 page federal complaint. Householder was impeached and subsequently removed from the General Assembly. Trying to get out in front of the public disillusionment created by HB 6, most of the more controversial components have been removed by legislative action.

FirstEnergy agreed to a deferred prosecution and was fined \$230 million for its role in the bribery scheme. The company will pay \$115 to the US Treasury and the remaining \$115 to a number of state operated funds that help needy and indigent consumers with their utility bills. The government attorneys indicated that former company executives may still face indictments. The agreement extracts some level of punishment for the company's role in the scandal yet allows the company's new leadership to operate a valuable public utility that provides a critical service and employs thousands of dedicated employees.

Like all states, the Ohio General Assembly will turn its attention to redistricting efforts when it returns from its summer recess. Ohio bifurcates its redistricting obligations. It has created an Ohio Redistricting Commission in an effort to determine fair and equitable representation in the General Assembly. The Commission is made up of the Governor, Secretary of State, State Auditor, 2 Republicans from the House and Senate and two Democrats from the House and Senate. The General Assembly is charged with drawing a new congressional map. Legislators can adopt a new congressional map if three-fifths of the General Assembly's members vote to approve, including one-half of the minority party members. A six member advisory commission is also involved in both congressional and state legislative redistricting efforts. Lawmakers expect to receive final US Census data by mid-August.

Sun Safety

Did you know? **1.5 million** over

are substantially exposed to the sun on the job.¹

The largest industrial groups exposed are:²



construction



farming



building care and maintenance

If you employ outdoor workers, sun safety should be part of your health and safety program*

- ▶ Develop a sun safety policy
- ▶ Involve workers in the design and implementation of the program
- ▶ Review current processes for managing sun exposure, and assess the risks
- ▶ Implement control measures
- ▶ Monitor, review, and take corrective action as necessary

* Resources on developing a sun safety program: sunsafetyatwork.ca

Exposure to ultraviolet radiation (UV) can cause sunburn, premature skin aging, eye damage and skin cancer. Tans and sunburns are signs that UV rays have damaged the skin. This damage can occur quickly and stay with you for life.



Exposure Category

Low	Moderate	High	Very High	Extreme
UV Index	0 2	3 4 5	6 7	8 9 10
				11+

The UV index measures the strength of the sun's rays. The higher the number, the greater the need to take precautions. **Employers should:**

Avoid unnecessary exposure of workers to the sun, especially from 11 am - 3:00 pm
Use protection when the UV index is 3 or higher.

Use shaded areas, set up shade structures, or use umbrellas, buildings, trees, or canopies to shield against the sun's rays.

Provide access to water.

Encourage breaks in areas where workers can cool down.

Reduce the risk

Use sunscreen on exposed skin.

Apply waterproof sunscreen with a Sun Protection Factor (SPF) of at least 30 that has both UVA and UVB protection to all exposed areas. Re-apply every two hours and after sweating.

Protect your skin on cloudy days and in the winter too, especially in snow or at high altitudes.

Cover and protect your skin with a broad brimmed hat, a lightweight long-sleeved shirt, and long pants. Wear UV-blocking sunglasses to protect your eyes.

Examine the skin regularly for suspicious spots. Check your skin for irregularities such as moles. See a doctor if you have unusual skin conditions that don't heal in four weeks, sore ulcers or a scaly patch on the skin, a white patch on the lips that doesn't heal, or moles that grow quickly, change shape or colour, or bleed repeatedly.

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GRADING infrast



ING WEST VIRGINIA'S Infrastructure

WEST VIRGINIA IS A STATE OF NATURAL BEAUTY

due to its rivers, lakes, and mountains. Residents and visitors enjoy fishing, boating, and hiking, but depend upon the state's critical infrastructure to access and preserve these resources while also providing for other everyday needs. However, West Virginia's population is declining. Much of the state's infrastructure constructed over the past 70 years has deteriorated while new construction, replacement, rehabilitation, and repair efforts have not kept pace with the needs. West Virginia's challenges beg important questions: How will West Virginians maintain the aging infrastructure to ensure our families, friends, and visitors are safe? Does the state have adequate resources to maintain safe roads and bridges, provide clean drinking water, properly collect, and treat wastewater, and ensure dams protect households and property?

Fortunately, every day, civil engineers focus on these types of infrastructure questions. Because infrastructure impacts so many aspects of the lives of West Virginia's citizens, the West Virginia Section of the American Society of Civil Engineers (ASCE) evaluated key aspects of our state's infrastructure. West Virginians benefit from this objective review undertaken by engineering experts. The 2020 West Virginia Infrastructure Report Card represents the first evaluation performed by the West Virginia Section of ASCE and focused on five categories of infrastructure.

2020 REPORT CARD FOR WEST VIRGINIA'S INFRASTRUCTURE



BRIDGES




DRINKING WATER




ROADS




WASTEWATER



GPA



GRADING SCALE

A **EXCEPTIONAL: FIT FOR THE FUTURE** The infrastructure in the system or network is generally in excellent condition, typically new or recently rehabilitated, and meets capacity needs for the future. A few elements show signs of general deterioration that require attention. Facilities meet modern standards for functionality and are resilient to withstand most disasters and severe weather events.

B **GOOD: ADEQUATE FOR NOW** The infrastructure in the system or network is in good to excellent condition; some elements show signs of general deterioration that require attention. A few elements exhibit significant deficiencies. Safe and reliable with minimal capacity issues and minimal risk.

C **MEDIOCRE: REQUIRES ATTENTION** The infrastructure in the system or network is in fair to good condition; it shows general signs of deterioration and requires attention. Some elements exhibit significant deficiencies in conditions and functionality, with increasing vulnerability to risk.

D **POOR: AT RISK** The infrastructure is in poor to fair condition and mostly below standard, with many elements approaching the end of their service life. A large portion of the system exhibits significant deterioration. Condition and capacity are of significant concern with strong risk of failure.

F **FAILING/CRITICAL: UNFIT FOR PURPOSE** The infrastructure in the system is in unacceptable condition with widespread advanced signs of deterioration. Many of the components of the system exhibit signs of imminent failure.



BRIDGES



EXECUTIVE SUMMARY

It's crucial for West Virginia to have an exceptional bridge network so that residents and visitors can enjoy the beautiful mountain ranges and scenic views the state's blessed with. Over 95% of the state's 7,291 bridges are maintained by the West Virginia Division of Highways (WVDOH). Of those bridges, 21% or 1,531 are structurally deficient, a much higher percentage than the national average of 7%. Replacing, widening, strengthening, or repairing efforts are estimated to cost the state around \$2.9 billion. In 2017, to address this investment need, the state increased the gas tax by 3½ cents per gallon which generates an additional \$750,000 per year in funding. In that same year, the state also voted to fund The Roads to Prosperity initiative that includes funding measures that should generate \$2.8 billion for highway and bridge construction over several years.

FUTURE NEED

State and federal funding is needed to maintain bridges in West Virginia. According to the 2020 American Road and Transportation Builders Association (ARTBA) Bridge Report, West Virginia's replacement, widening and strengthening costs were around \$2.9 billion for 3,660 bridges, with this cost rising each year. Over the last ten years, WVDOH revenue has averaged \$1.15 billion each year to be reinvested back into the entire transportation program which includes all transportation related programs not just bridges. Under the current federal program, transportation agencies tend to delay needed repairs and maintenance and instead direct funds toward new construction projects, rather than toward fixing the existing problems at hand. If this practice continues, the future cost for bridge repair and maintenance will only increase over time.

RECOMMENDATIONS TO RAISE THE GRADE

- Increase funding needed from state and/or federal levels for proper operation and maintenance of current and future bridges.
- Continue to use the TAMP to prioritize and decrease the structurally deficient bridges.
- Increase the amount of research done with specific products including expansion joint materials, concrete, and corrosion protection to name a few, to propel the industry toward better building products and rehabilitation methods that would prolong the life of West Virginia's bridges.
- Sustain the current momentum provided by the Roads to Prosperity program to remove all posted and poor condition bridges in the system and to maintain bridges so that they do not slip into the structurally deficient category. This would mean continuing the funding provided by the program, continuity in leadership philosophy and commitment to transportation, collaboration with FHWA, and perhaps cost sharing with private partnerships.



DRINKING WATER



EXECUTIVE SUMMARY

Some drinking water systems in West Virginia are losing more than half of their treated water throughout the distribution systems. This non-revenue (lost) water requires investment in infrastructure replacements and technology improvements to locate and replace sections of the lines associated with the leaks. However, West Virginia has a very rough and rugged topography with many streams and rivers which make locating leaks difficult. This presents a major challenge for improving West Virginia's already struggling drinking water infrastructure. Currently water utilities are seeking approximately \$302 million to address their needs. Inter-agency collaborations are expanding access to resources to upgrade drinking water infrastructure and for training personnel, including the implementation of asset management systems. To improve the resilience of the state's drinking water networks, personnel are responding to utilities impacted by natural disasters to share expertise and assist in returning to normal operations.

FUTURE NEED

West Virginia obtains some of its funding from the Drinking Water State Revolving Fund (DWTRF). In fiscal year 2020 West Virginia received approximately \$11 million from the DWTRF with WVIJDC providing the 20%, in-state match. This funding is provided annually by the EPA to enable the state to fund two distinct programs to assist drinking water systems. Most of the funding goes toward infrastructure projects through the DWTRF. A smaller portion is set aside for the capitalization grant funds to aid and monitor water systems' performance. The current funding is not adequate to meet the state's infrastructure needs.

RECOMMENDATIONS TO RAISE THE GRADE

- Create a common system of criteria to prioritize projects for spending the state's limited funding.
- Completely use allocated state funds leaving no reserves. Once all the funds are used, then searching for or leveraging other sources such as bond issues could take place.
- Require the state to match federal funds, when necessary.
- Create a bond program for funding of water and wastewater systems similar to the 2017 Roads to Prosperity Program, which currently is financing improvements to the deteriorated road and bridge infrastructure.
- Increase funding for certified operator training to provide knowledge of the Safe Drinking Water Act and increase compliance of systems with SDWA standards.
- Continue to consider Public-Private Partnerships (PPPs) as an additional funding source and progress when appropriate.



ROADS



EXECUTIVE SUMMARY

West Virginia Division of Highways (WVDOH) maintains the sixth largest highway system in the nation with its purview extending across 93% of the state's 38,000 miles of roadways; 88% is rural and 12% urban. WVDOH is one of only four states that maintain both state and county roads, many over mountainous terrain which makes maintenance and safety challenging. In 2017, the fatality rate on West Virginia's rural roads was nearly three times higher than other roads in the state and almost double the national average. The projected cost of pavement maintenance is reaching \$400 million annually, while near-term (2025) travel projections are expected to increase by 37%. Thankfully, the Roads to Prosperity Program, initiated by Governor Jim Justice in conjunction with the WVDOH, and the completion of a few capacity-adding projects are expected to enhance safety, support the state's economy, and improve overall road conditions.

FUTURE NEED

Due to a lack of transportation funding, the miles of roadway in poor condition is projected to increase from 29% to 34% by 2023. An update from the West Virginia Long Range Multi-Modal Transportation plan shows a travel demand model that compares VMT from 2010 to 2040. That model shows that, without significant project development, several rural roads will have deficient levels of service. The total estimated annual road repair and preservation needed is \$1.6 billion.

The Roads to Prosperity Program aims to address West Virginia's future needs by catching up on improvements to the rapidly deteriorating road conditions. Over the next several years, more than 700 projects across all 55 counties will provide new roads and bridges while simultaneously fixing the existing ones. This program has created over 48,000 jobs and has affected more than 1,200 miles of roadway.

Further needs for the state include the completion of the Appalachian Development Highway System (ADHS), but more specifically the completion of Corridor H. Corridor H is the longest in the state at 134 miles. It is roughly 77% complete with 103 miles open to traffic. The remaining 31 miles are going to be difficult to construct due to the mountainous terrain. As a result, it is estimated to cost nearly a \$1 billion to complete.

RECOMMENDATIONS TO RAISE THE GRADE

- Increase the awareness of Value Engineering to be utilized in more projects throughout the state in order to reduce costs and preserve funding budgets. This would allow for an increase in project completion while maintaining appropriate funds.
- Complete the remaining 31 miles of Corridor H on schedule and within budget. The anticipated completion of Corridor H will drastically increase the economy of West Virginia. This will save significant travel time for passenger vehicles and freight, and it would create thousands of jobs. Corridor H will connect northwestern Virginia to central West Virginia.
- Increase investments into transportation from both state and federal sources. Nearly 10,000 jobs in West Virginia would be created if there was a \$500 million annual increase in new highway revenues. The FHWA estimates that \$1.00 spent on road, highway and bridge improvements results in an average benefit of \$5.20 in the form of vehicle operating costs, reduced delays, and improved safety.



WASTEWATER



EXECUTIVE SUMMARY

Many of West Virginia's wastewater utilities have worked diligently to operate and maintain their systems, but only a quarter of these utilities employ asset management to extend the infrastructure's life. Routine rehabilitation, service extensions, and day-to-day operations can overtax some utilities' resources because user rates are too low, the rate-paying population base is dwindling, and existing financing mechanisms are undesirable. Therefore, as of 2020 significant portions of the state's wastewater systems have deteriorated including 59 combined sewer systems requiring \$1.2 billion to address state and federal requirements. From a positive perspective, inter-agency collaborations are expanding access to resources to upgrade wastewater infrastructure to meet new water quality standards and networks of wastewater sector personnel are responding to utilities impacted by natural disasters to share expertise, assist in returning to normal operations, and improve resilience.

FUTURE NEED

According to WVIJDC's "2017 Needs Assessment", \$395 million worth of wastewater projects were awaiting funding. An additional \$1.6 billion was needed to finance combined sewer overflow (CSO) control projects. Furthermore, \$10.7 billion was also needed to construct sewers to every unserved house, exclusive of costs for upgrading existing systems or new construction of wastewater treatment facilities. Thus, the total identified need in 2017 was \$12.7 billion. A primary source of project financing is the CWSRF program, which is managed by the WVDEP. For FY2020, the estimated net available funds are \$55 million. Like many other states, most of the available funds originated from annual USEPA capitalization grants. The USEPA's rules require recipient states to provide a 20% match for each annual grant awarded, which West Virginia fulfills through utilization of WVIJDC funds. In addition to the state's match, the available funds are further comprised of loan repayments and returns on investments. At the end of calendar year 2019, the WVIJDC had approximately \$100 million available for water or wastewater projects.

RECOMMENDATIONS TO RAISE THE GRADE

- Combine, when financially and geographically feasible, various sewer utilities and/or plants and, where pertinent, improve the resilience of systems in the flood-prone areas and provide more resources.
- Require all funding programs to include asset management plans as a condition of receipt of project financing. Furthermore, develop a program for auditing the implementation and updating of asset management plans.
- Develop programs for monitoring, repairing, replacing, and constructing decentralized wastewater treatment systems statewide.
- Create a bond program for funding of water and wastewater systems similar to the 2017 Roads to Prosperity Program, which is providing funding for improvements to deteriorated road and bridge infrastructure. This could be accomplished via a bond issue that would increase the grant and loan funding available through the WVIJDC.
- Collaborate with agencies and the Legislature to continue easing regulatory burdens affecting revenue and project financing.
- Ensure sewer rates cover the full cost of service including operation, maintenance and capital costs.

IN 2020, THE OVERALL GRADE FOR WEST VIRGINIA'S INFRASTRUCTURE was a cumulative grade of D. For comparison, the 2017 ASCE National Infrastructure Report Card for similar categories had a cumulative grade of D+. While West Virginia's grades are only better in one category, most are equal to or below the national grades and need to improve.

RECOMMENDATION TO RAISE WEST VIRGINIA'S GRADES INCLUDE:

- Sustain the current momentum provided by the Roads to Prosperity program to remove all posted and poor condition bridges in the system.
- Increase overall investment in transportation sector is greatly needed. Nearly 10,000 jobs in West Virginia would be created if there was a \$500 million annual increase in additional highway revenues. The FHWA estimates that \$1.00 spent on road, highway and bridge improvements results in an average benefit of \$5.20 in the form of vehicle operating costs reduced delays, and improved safety.
- Create a common system of criteria to be used to determine which projects are a priority to spend the state's limited funding. This would provide funds to make improvements to West Virginia's priority drinking water and wastewater infrastructure needs.
- Consolidate, when financially and geographically feasible, various wastewater plants to provide more resources to struggling utilities.
- Create a bond program for funding of water and wastewater systems similar to the 2017 Roads to Prosperity Program. This could be accomplished via a bond issue that would increase the grant and loan funding available through the West Virginia Infrastructure and Jobs Development Council (WVIJDC).
- Increase funding for the WV Dam Safety Rehabilitation Revolving Fund Program to expand resource accessibility for improvements and construction more accessible.

How will these challenges be addressed? The answer begins with articles like this one. We hope the 2020 Report Card for West Virginia's Infrastructure will help by increasing awareness of infrastructure needs to help focus the discussion and limited resources on improving infrastructure to support West Virginia's economy and quality of life.

AVERAGE POPULATION AGES WEST VIRGINIA AND UNITED STATES

Year	WV	US
1950	25.1	25.2
1960	28.5	29.2
1970	30.0	28.1
1980	30.4	30.0
1990	35.4	32.9
2000	38.0	35.3
2010	41.3	37.2
2019	41.9	38.4

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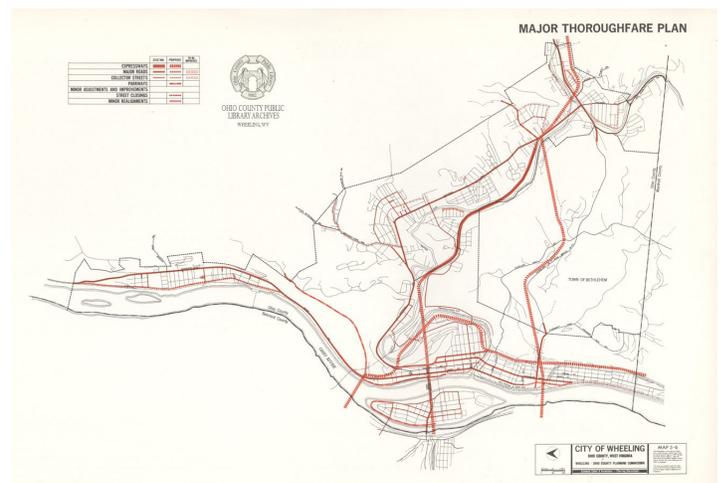
The Impact of Highway Construction On Wheeling's Neighborhoods

From the churn of paddlewheels on the Ohio, to the rattle of Conestoga wagons along the Old National Pike, to the mournful cry of steam locomotives pulling into the station, Wheeling's storied neighborhoods have long been filled with the beautiful noise and bustle of transportation. And both the boundaries and character of each of those neighborhoods have been defined, in large part, by the city's role as a transportation hub.

But perhaps no other mode of transportation has had a greater impact on Wheeling's neighborhoods than the automobile and the transportation infrastructure built to accommodate it: the modern interstate highway system and the bridges, overpasses, ramps, and tunnels that make it work.

For better or worse, the construction of the Fort Henry Bridge, Wheeling Tunnel, I-70, I-470, and the changes to Route 2, dramatically altered Wheeling at all levels. And perhaps the most profound impact came at the level of neighborhood.

Early highway planning, the so-called "Thoroughfare Plan" considered transportation in and around Wheeling to be a "circulation system" and value "efficient vehicular movement" and minimized losses of time as the standards. While recognizing that "construction of a new major artery will have a profound influence on a community," and that thoroughfare planning "must be carefully balanced against other community objectives," planners emphasized that, "with the reduction in railroad traffic into the area, the primary means of transportation now relies on trucking." So trucking was seen as essential to economic growth and to Wheeling maintaining its position as a marketing center for the Upper Ohio





Valley. Accommodating such trucking by minimizing time and maximizing their speed became one of the primary early goals of highway planning.

In addition, Wheeling had to be “made more accessible.” “Regardless of how attractive the shopping facilities are in downtown Wheeling,” said the planners, “if it cannot be easily reached, customers will soon change their shopping habits.” Planners stressed the need for a unified front of the public, to “stress the need for I-70 and I-470 and the Route 2 Freeway.” They believed that traffic movements would be greatly facilitated. “Trips to Pittsburgh from Wheeling will undoubtedly increase in number with the completion of I-70. Inter-city trips will also increase as the ability to move quickly is made possible by the new interstate routes.” Later planning for I-470 had the goal of relieving the throughtraffic on Interstate 70 in the Wheeling area and on the Fort Henry Bridge.

The Fort Henry Bridge was the first piece of the I-70 puzzle to become a reality, opening to traffic in 1955. The WV/DOT began obtaining right of way for Interstate I-70 in 1961. Work began on the I-70 tunnel in 1963. The tunnel was dedicated on December 12, 1966 and opened to traffic in 1967. The I-70 link through Elm Grove was begun in 1968 and opened in August of 1971. Construction on I-470 through Wheeling began in 1975 and was complete by 1983. This included the Route 2 link from I-70 at the tunnel to I-470 at Twenty-ninth Street.

Of course, building roads through urban and suburban areas means relocating and demolishing a significant number of residential homes and businesses, with compensation, via “right of way” and “eminent domain” laws. Suffice to say, a lot of homes were moved and a lot of businesses were lost, and those kinds of structural changes directly impact the character of a neighborhood.

Construction of the I-70 tunnel, for example, had a significant impact on the African American community. Ann and Clyde Thomas were married in Wayman A.M.E. Church. A few years later, Wayman was razed to make way for the tunnel. The building stood near what is now the eastbound entrance. While the church was relocated to Eoff Street, the impact on the community was significant.

Regarding construction of I-70, Don A. remembered, “watching all the huge dump trucks. We used to sneak up and ride our bikes on the unopened parts of the highway. As time went on I-70 from Elm Grove to town wasn’t open yet, so we moved from bikes to drag racing our cars.”

Changes to Elm Grove were extensive. Much of the business district east of the Monument Place Bridge was lost, along with quite a number of residences. Businesses like Princess Theatre, Foodland, Butler Florist, Robert Hall Clothing Store and venerable structures like the Stone Presbyterian Church and Elm Grove Church of God were lost. Over 20 businesses were lost or relocated and over 150



homes were demolished in Elm Grove to make way for I-70 and the on/off ramps. Elm Grove has never recovered, and Breezewood can no longer be seen from the PA Turnpike. People were told that the Interstate would bring new life to Elm Grove’s business district; but this was not true. It took years for the east end of Elm Grove to recover and the Interstate had very little to do with the progress.

Construction of I-470 and Route 2 took large tracts in Center and South Wheeling, and later, Bethlehem. Businesses lost included the Foodland and Big Wheel stores. “I lived on 26th & Eoff,” Jack F. said, “and we lost the old Webster Grade School and the 26th Street playground & Cave Club plus a lot of homes.” Valerie H. added, “Our end of the street became pretty much a ghost town when the houses on the highway side were removed.” The I-470 bypass proceeded up the hill to Bethlehem, where changes were also significant. Perhaps no Wheeling neighborhoods felt the impact of the construction of Route 2 quite as powerfully as Goosetown and East Wheeling. “Goosetown was a very, very active, little community,” Jack Fahey remembered. “There were probably 75 to 100 homes there at one time. When the highway came in, it was destroyed. There are probably 22 homes down there now. It is a dead-end street when you go down off McCollough Street down into Goosetown.”

NO OTHER MODE OF
TRANSPORTATION
HAS HAD A GREATER
IMPACT ON WHEELING’S
NEIGHBORHOODS THAN
THE AUTOMOBILE

In 1940, Italian immigrant “Jerry” Ammirante opened a grocery store above Ziegenfelder’s Candy Store on 18th Street. He sent for his wife, Josephine, to join him from Italy. Jerry’s grocery grew into a local favorite, selling everything from hot Italian sausage and imported cheeses to Christmas trees in season. The store became a place to congregate and chat with neighbors. By 1978 competition from large chain groceries like Kroger made survival nearly impossible, but

Jerry’s held on stubbornly, the last outpost of Little Italy in East Wheeling. But when Route 2 came through, parts of 18th Street—including the store, St. Anthony’s, and the Ammirante home—were targeted for demolition. It was the end of an era, and the neighborhood has never been the same.

And that has been the inevitable result of highway construction. Wheeling has become less of a hub and more of a place to drive through and around while headed elsewhere. Whether the pros outweigh the cons is debatable. But there can be little debate about the dramatic impact the highways have had, in combination with other changes, on Wheeling’s neighborhoods.



WELCOME TO OUR ONGOING SERIES featuring member companies that made their mark by reaching that rare century in business. In this issue we feature **ANOTHER** of our members that has been going strong for 100 years!



WHITACRE ENGINEERING has announced a name change for the **101-YEAR-OLD COMPANY**. The company is now officially **WHITACRE REBAR**, a name selected to better reflect the company's growth in the areas of furnishing and placing fabricated reinforcing steel, rather than in providing engineered solutions.

“Our business has evolved over the years.” said Scott Clymire, CEO. “We started over 100 years ago as a structural engineering company, which slowly evolved into material supply and installation for the systems we were designing. As the years went by and construction technology changed, we found our niche in supplying and installing fabricated rebar.”

The company began in 1920 by providing engineering systems that evolved into providing hollow clay tile fillers, steel, and other building materials that contractors and engineers could use for structural support. Over the



decades and given new demands of the market, Whitacre Rebar progressed into a company solely focused on providing a coordinated package of rebar services.

With offices in Canton, OH, and Syracuse, NY, Whitacre Engineering, Inc. has been a part of some of the largest construction projects in its service areas, including Cleveland Browns Stadium, Quicken Loans Arena, Progressive Field, the Society (Key) Tower in Cleveland, PPG Arena in Pittsburgh, and the Carousel Mall and Carrier Dome in Syracuse.

“Changing our name doesn’t change the commitment we have always had to our customers,” said Clymire. “We know quality and service are the most important success factors in any business. So, while we’re changing our name to be more reflective of what we do now, we will still provide the same top-quality products and services our customers depend on.”

ABOUT WHITACRE REBAR

Whitacre Rebar provides rebar for commercial construction projects, highway and bridge construction, industrial buildings, power plant, oil and gas construction, and water/sewer construction. Throughout its 101+ years in business, Whitacre’s focus has evolved to providing complete rebar services in the Ohio, New York, Pennsylvania, Indiana, Michigan, and West Virginia.





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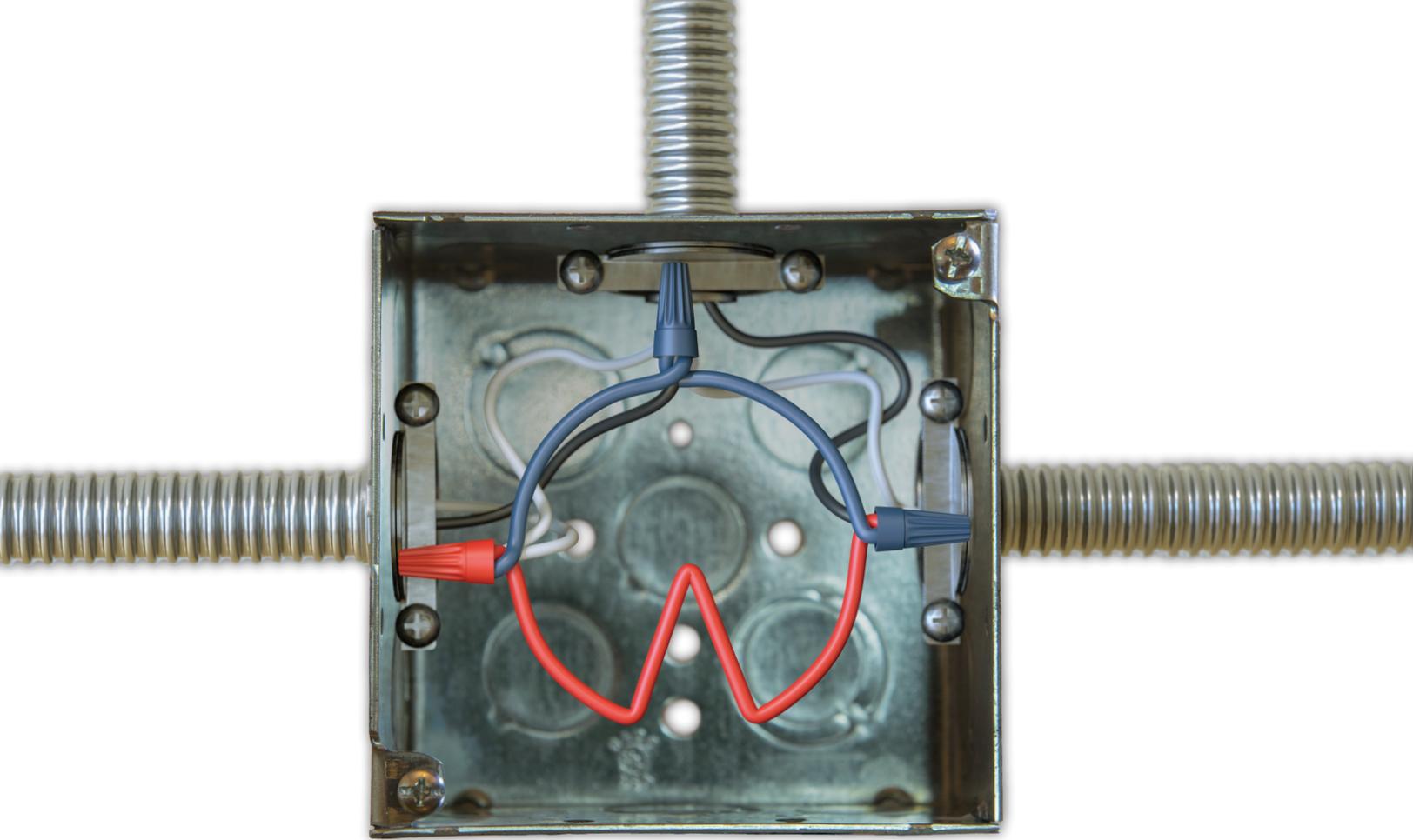
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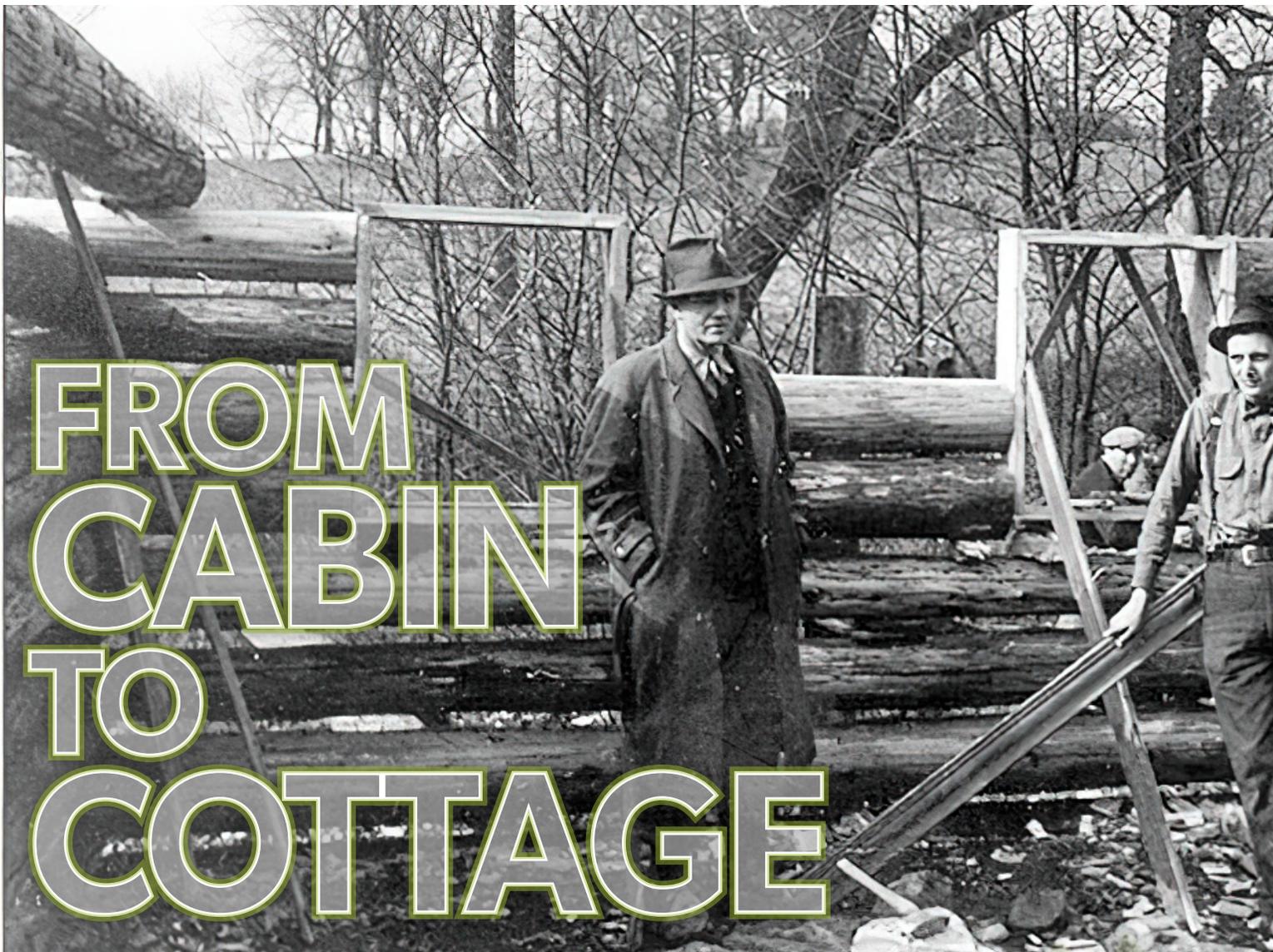
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OGLEBAY OFFERS 54 COTTAGES scattered across the park. Originally known as “cabins,” these structures were quite rustic and built from recycled telephone poles donated by a utility company in 1938. Using the Civilian Conservation Corp as labor and the donated logs, these first cabins cost about \$250 to build. Because there were no blueprints, the size of the cabins was determined by the size of the logs. Additional cabins were added in the 1950s, albeit at the much higher price of \$7,000 each.

By the 1980s the park undertook an aggressive decade-long cabin rebuilding program. During this period, the term cabin was replaced with cottage. Additional cottages were added over time. The size and placement was contingent on demand. Larger cottages along the Speidel Golf Course remain a draw for large groups.

Cottages have always been popular. Some cottages are rented year after year by families who can trace their history with the park back decades. As tastes, styles, and the way guests use the cottages have changed, park leadership was challenged to rethink how the cottages are presented to meet ongoing demand.

Wilson Lodge General Manager, Beth Whitehouse said, “When looking at the re-design concepts, we wanted to balance the essence of Oglebay’s history, the warm wood, and fireplaces, with the addition of modern amenities that would give our customers the level



Oglebay

WHEELING, WV

of comfort they are looking for.” When asked if there were any changes she was concerned about she added, “Two things stand out. First, gas versus wood-burning fireplaces has been controversial. Second, adding a dishwasher. So many guests talk about the ritual of deciding who does the dishes, it’s a big deal! In both cases convenience has won the day and been a true blessing.”

IN THE LAST TWO YEARS NEARLY 65% of Oglebay’s cottages have been revitalized. Cottage improvements include: new flooring; enhanced lighting; flexible and additional seating; the aforementioned dishwashers and gas fireplaces; updated electronics; stone countertops; and refreshed décor.

Selecting which cottage to refurbish and at what time of the season is a true science. The occupancy percentage (number of times rented per year) and the remaining inventory, must be balanced with available funding and the availability of workers. Whitehouse wishes all the “stars would align so the work could be done more quickly,” but she remains convinced that the importance of giving guests “the comforts of home, with the amenities and service Oglebay guests have come to expect, are most important.”

Visit www.oglebay.com/stay to explore Oglebay’s many accommodation options.



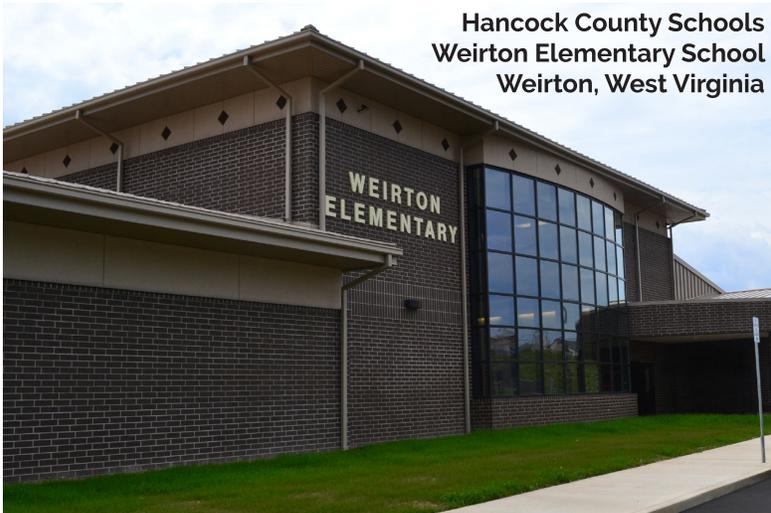
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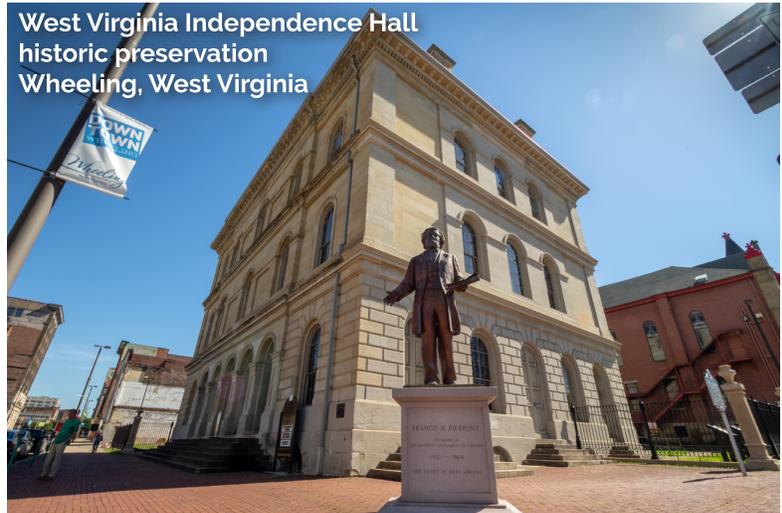
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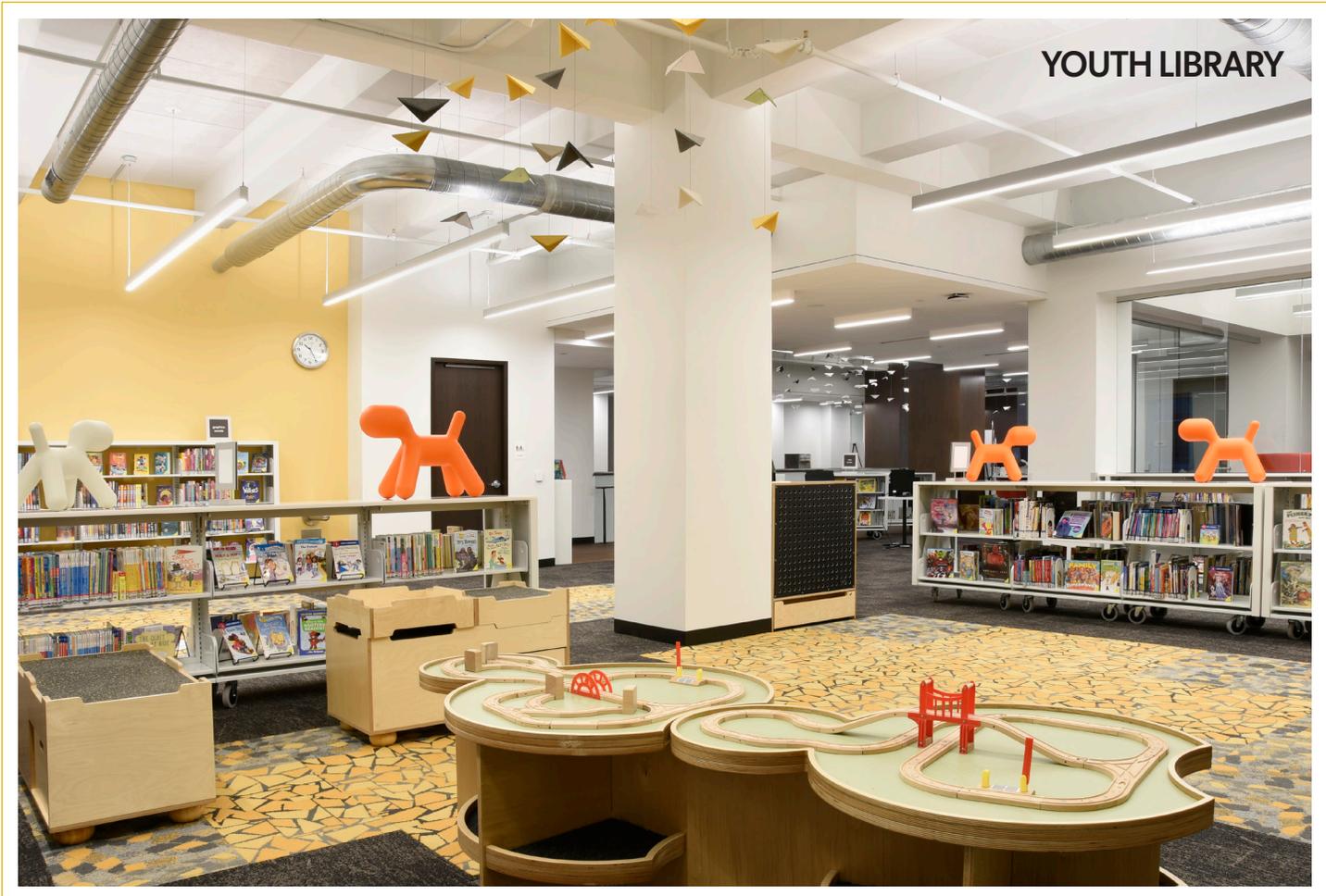
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MEMBER NEWS



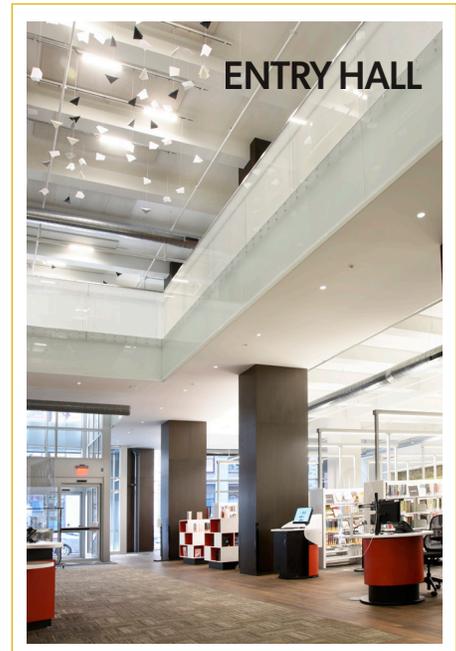
YOUTH LIBRARY

In 2020, Carnegie Library of Pittsburgh (CLP) selected **VOLPATT** for the renovation of their Downtown Library. The interior and exterior renovations and expansion have wrapped up on the two-story, 21,000+ SF CLP Downtown Branch. The library increased their space by 68% by opening the second level with dedicated areas for children, teen and adult workspaces. Expanded windows on the second floor, new staircase, and relocated elevator

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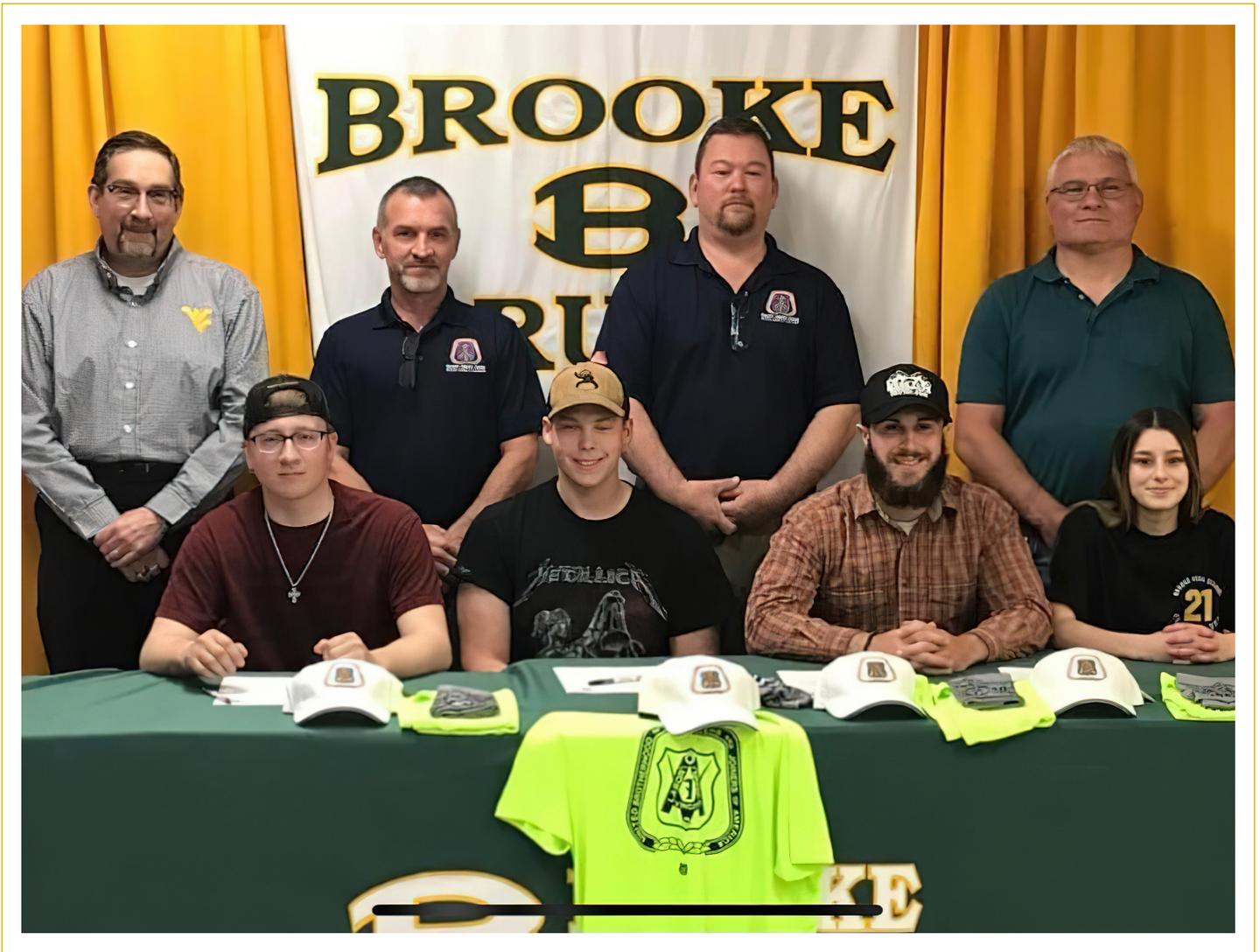


VOLPATT CONSTRUCTION has been selected to be the general contractor for the Etna Center for Community (ECC), which will house Etna’s public library, community center, and other shared assets. With over 30 years of award winning projects, Volpatt brings valuable experience and expertise that will be instrumental in this project’s development. After a rigorous vetting process, Volpatt Construction was chosen as the construction team to provide predevelopment services, which include cost estimating and constructability reviews for the project, with the expectation that the services would lead towards full construction management.

Volpatt Construction has an extensive portfolio of successful projects with a similar size, scale, program type, and complexity to the Etna Center for Community, such as the Beechwood and Mt. Washington Branches of the Carnegie Library of Pittsburgh. Both of these renovations included additions which resemble the vision of

ECC: an accessible, bright, and modern interior space to be enjoyed by multiple generations. Volpatt also worked with the Borough of Forest Hills to create their new municipal building. This project utilized renewable energy infrastructure such as solar panels and geothermal heating which allows the building to operate off the electrical grid. Volpatt’s construction management team worked with municipal leaders in Forest Hills throughout the whole construction process, from meeting with committees to helping with fundraising, and ultimately delivering a beautiful, state-of-the-art building.

Volpatt Construction’s sustainable building practices do not stop with the final building product, but also in how they build the buildings. They focus on how to reduce and recycle construction waste, as the construction industry as a whole is a major contributor to landfills. In addition, they have a commitment to work with local tradespeople when they meet the qualifications for the project.



(Front row, from left) Brad Anderson, Tyler Apesos, Andrew Stewart, and Alexis Lucas were recognized for being accepted into the Carpenters apprenticeship program at a May 14 event at Brooke High School. (Back row, from left) Sam White, from WVU; Jody Bonfini and Nate Beha from the Carpenters; and Brooke County instructor Jack Minger are also pictured.

SIGNING CEREMONY AT BROOKE SHOWCASES APPRENTICESHIP

A signing ceremony was held on May 14 at Brooke High School where four new apprentices entered the Carpenters program.

“We wanted to recognize the top students who will be entering the Carpenters apprenticeship program just like how top athletes get recognition for scholarships,” said Jody Bonfini, a representative of the Eastern Atlantic States Regional Council of Carpenters.

On hand were teachers, parents, and Dr. Samuel White with the WVU Institute for Labor Studies.

WVU and the Carpenters entered into an agreement last year which will mean those who complete apprenticeship also will get an associates degree from the university. Other crafts are looking to do the same.

“Having the degree program with WVU helps recruit top candidates, especially when talking to some parents,” said Bonfini.



NRCA'S NATIONAL ROOFING WEEK

At **KALKREUTH ROOFING & SHEET METAL** they love participating in NRCA's National Roofing Week! NRW (June 6-12) exists to draw attention to the importance of protecting the fifth wall in your house and of course to appreciate the men and women working hard in this industry every day to ensure clients safety and peace of mind. Have a look at thier posts on social media!

Facebook, LinkedIn, and Twitter: @KalkreuthRoofingandSheetMetal

- Sunday - NRW Kickoff
- Monday - Signature projects: Showcase your company's signature residential and commercial projects
- Tuesday - Charitable projects: Share photos that demonstrate your company's charitable giving
- Wednesday - Employee appreciation/highlight your MVP: Share photos of your company's employees and the most valuable players in your company
- Thursday - Employee training: Share photos that demonstrate how you outtrain your workers
- Friday - Celebration: Share photos showing us how your company celebrated
- Saturday - Wrap-up



FC CINCINNATI STADIUM (TQL) IN CINCINNATI

The **KALKREUTH ROOFING AND SHEET METAL** Columbus division began working on this project in March of 2020, installing a 1,200 square ft. Fully-Adhered PVC Roofing System.

Total Quality Logistics Stadium is home to the Major League Soccer team known as FC Cincinnati. The stadium has the ability to hold up to 26,000 people, making it one of Kalkreuth's larger-scale jobs. Working alongside Turner Construction Company, Populous Architects, and other trades, KRSM helped create a one-of-a-kind arena for Cincinnati, which features a 360-degree canopy roof covering every seat in the stadium but allows just enough sunlight in for natural green grass to grow!

"For a bigger project, it went fairly smooth," says Stephen Coyle, Project Manager. "One of the challenges of the project was that the fast pace required our crews to work six or seven days per week for

nearly a year to meet the opening schedule required by the owner. The project site was open seven days per week, so any issues or challenges presented to us during construction had to be resolved quickly to keep the project on schedule," he says. With excellent communication and hard work, it was completed within the necessary timeline.

To view more information on this project and others, visit www.krsm.net and select industry portfolio.



WOODSDALE ELEMENTARY

On June 7th, the Woodsdale Elementary School PTO and Playground Committee planned a party on the playground to publicly thank all their donors and volunteers throughout the Woodsdale PTO Community Playground Project. **KALKREUTH ROOFING AND SHEET METAL** Representatives in attendance were Cathy Forsyth, Executive Administrative Assistant and Wheeling Business Development Manager, Josh Wack. Pictured is Josh and his wife, Kathleen.



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