

2020 Annual Report

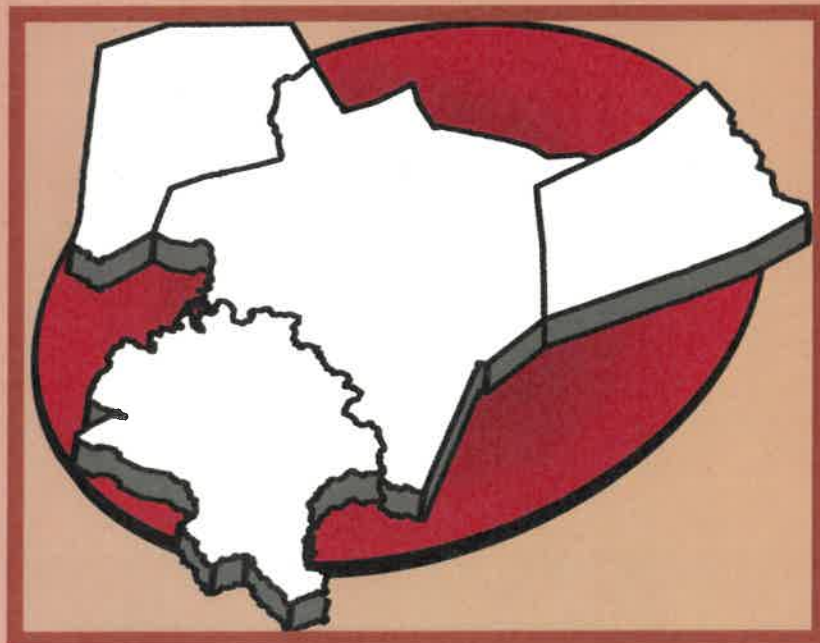
Boone

Clay

Kanawha

Putnam

Regional Intergovernmental Council



History of the Regional Intergovernmental Council

The Regional Intergovernmental Council (RIC) was established in 1968 as a voluntary organization of the local elected municipal and county officials in Boone, Clay, Kanawha and Putnam counties. It was the first regional planning and development council in the State of West Virginia. The purpose of RIC was to address regional issues and promote intergovernmental cooperation.

The West Virginia Legislature enacted the *West Virginia Regional Planning and Development Act* in 1971. This act divided the state into eleven regions, each of which serves as a development district for its respective member counties. The goal of the act was to more effectively utilize the State's resources and to maximize the opportunities for local communities and public service agencies to secure federal assistance for economic development, water and sewer systems, and other public projects.

Governor Arch A. Moore Jr. designated RIC as the transportation planning agency for the urbanized area within Boone, Clay, Kanawha and Putnam counties on July 1, 1974. Metropolitan Planning Organizations (MPOs) are created by Federal law with the responsibility to develop the area's transportation plans and to coordinate the transportation planning process.

The MPO planning process includes making informed predictions and recommendations about future transportation needs. The information generated by this process is used by decision-makers to select transportation policies and programs for the region. RIC conducts regular meetings with a technical advisory committee and a bicycle and pedestrian committee.

RIC is structured as a locally oriented public corporation. It is directed by elected municipal and county officials from within its jurisdiction, as well as non-elected appointees from a cross-section of the region's social and economic institutions. RIC's policy board consists of 48 members, including one commissioner from each of the four counties, the mayor of each of the 25 municipalities, fourteen citizen representatives and two minority representatives.



Chairman Snodgrass's Message

As I begin my first year serving as RIC Chairman, I would like to thank Chairman Bill Cunningham for his service to this body and wish him a wonderful retirement. I would also like to thank my fellow members for the opportunity to lead this vital organization. Even in the midst of the COVID-19 pandemic RIC remained busy during 2020 all across our region providing leadership and assistance with many different projects. It is my privilege to share a few of these projects with you.



The transportation planning staff worked on a variety of different projects in 2020, some of these projects are highlighted below.

- The RIC transportation staff completed the Hazardous Intersection Study with the assistance of Burgess and Niple Inc. The purpose of the study was to prioritize and study several intersections within Kanawha and Putnam counties with the goal of reducing crashes at the selected locations.
- The transportation staff completed successful grant applications for the cities of Dunbar, Marmet and Clay through the Department of Transportation, Transportation Alternatives Grant Program receiving a combined total of \$190,000 in grant awards.
- In 2020 the RIC transportation staff began updating the Regional Intergovernmental Council Metropolitan Transportation Plan (MTP). The MTP is a long-range comprehensive plan that guides current and future transportation planning initiatives in our metropolitan planning area. The MTP is now in the beginning stages of project identification

During 2020, the community and economic development staff administered and assisted in the development of many projects and continues to assist water and wastewater projects to completion. Highlighted below are a few of the projects in which the RIC staff was involved with this past year.

- In Putnam County, the RIC staff worked with the Putnam County Commission to apply for a waterline extension in the Jim Ridge area and assisted the Putnam PSD in administering two projects.
- In Kanawha County, the RIC staff worked with the Kanawha Public Service District in securing \$7,800,000 for their sewer line extension to Lens Creek.
- In Boone County, the RIC staff assisted with the Prenter Phase II Waterline Extension and the Right Fork Waterline Project.
- In Clay County, the RIC staff is working with the Town of Clay to rehabilitate their sanitary sewer treatment plan. The Town of Clay received a \$545,000 design grant to continue this worthwhile project.

RIC worked diligently to serve our region during trying times in 2020 and I look forward to working with you all as we work together in 2021 to promote local communities, regional solutions and statewide impacts.

Jennings B. "Jay" Snodgrass Jr.
Acting Chairman

2020 RIC Officers

Chair

William E. Cunningham

First Vice-Chair

Jennings B. "Jay" Snodgrass Jr.

Second Vice-Chair

S.K. Miller

Third Vice-Chair

Damron B. Bradshaw

Secretary

Connie Kinder

Treasurer

Coston Davis, Jr.

RIC Staff

Executive Director

Colt Sandoro

Deputy Executive Director

Amy Talbert

Administrative Assistant

Joanna Keller

Project Coordinator

Terry Martin

Project Administrator

SoJuana Ellis

Economic Resiliency Coordinator

Emily Hammond

Planning Director

Kara Greathouse

Transportation Planner

Kelsey Tucker

Transportation Planner

Samuel Richardson

2020 Regional Intergovernmental Council Membership

Boone County Commission	Eddie Hendricks, Commissioner
Clay County Commission	Connie Kinder, Commissioner
Kanawha County Commission	W. Kent Carper, Commissioner
Putnam County Commission	Andy Skidmore, Commissioner
Town of Bancroft	Donna McKneely, Mayor
Town of Belle	David Fletcher, Mayor
Town of Buffalo	Conrad Cain, Mayor
Town of Cedar Grove	James B. Hudnall, Mayor
City of Charleston	Amy Shuler Goodwin, Mayor
City of Chesapeake	Jack Lavender, Mayor
Town of Clay	Josh Shamblin, Mayor
Town of Clendenin	Kay Summers, Mayor
Town of Danville	Mark McClure, Mayor
City of Dunbar	William E. Cunningham, Mayor
Town of East Bank	Charles A. Blair, Mayor
Town of Eleanor	Cam Clendenin, Mayor
Town of Glasgow	Donald Fannin, Mayor
Town of Handley	Essie Ford, Jr., Mayor
City of Hurricane	Scott Edwards, Mayor
City of Madison	James "Buddy" Hudson, Mayor
City of Marmet	Jennings B. "Jay" Snodgrass Jr., Mayor
City of Nitro	Dave Casebolt, Mayor
Town of Poca	William Jones, Mayor
Town of Pratt	Ramon A. Williams, Mayor

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Regional Intergovernmental Council Membership (Continued)

City of St. Albans	Scott James, Mayor
City of South Charleston	Frank Mullens, Mayor
Town of Sylvester	Harvey Ferrell, Mayor
Town of Whitesville	Fred V. Harless, Jr., Mayor
City of Winfield	Randy Barrett, Mayor
Minority Group Representative	Oree Banks
Minority Group Representative	Coston Davis, Jr.
Boone County Citizen Representative	Kris Mitchell
Clay County Citizen Representative	Barry McCune
Kanawha County Citizen Representative	John Luoni
Putnam County Citizen Representative	Mark A. Stolle, Jr.
City of Charleston Citizen Representative	Lawrence J. Malone
Private Sector Representative (Education)	Heather Raines, BridgeValley CTC
Private Sector Representative	Damron Bradshaw, Kan. Co. 4-H Foundation
Private Sector Representative	Lee Roberts, Tornado Products
Private Sector Representative	S.K. Miller, Verizon Mid-Atlantic (Retired)
Private Sector Representative (Labor)	Todd Mullins, KVLC, AFL-CIO
Private Sector Representative (Chamber of Commerce)	Jeri Adkins, Charleston Area Alliance
Private Sector Representative	Eric Sharp, Labor Employees Coop. Trust
Private Sector Representative	Trina Sweeney, WV State University
Private Sector Representative (KVRTA)	Doug Hartley, KVRTA
Private Sector Representative (WVDOH)	Brian Carr, WVDOH
Private Sector Representative	Joy Underwood, Coal River Inn
Private Sector Representative	D. Anne Cavalier, Ed.D., Cavalier Business Dev.

2020 State Intergovernmental Reviews

During the twelve-month period from January 1, 2020 to December 31, 2020, RIC received 12 applications for state and federal assistance. Functioning as a Clearinghouse, RIC is empowered by the State of West Virginia to review and comment upon selected applications for federal and state funds. This is accomplished by soliciting comments from RIC members in the project area.

No.	Project	Location	Applicant	Project Cost
1	Big Otter VFD Heavy Equipment – USDA Grant	Clay County	Big Otter Volunteer Fire Department	\$92,405
2	City of Nitro Ridenour Lake Park Renovations Land & Water Conservation Fund	Putnam County/ Kanawha County	City of Nitro	\$251,000
3	Nitro Regional Wastewater Utility – Wastewater System Improvements	Kanawha County/ Putnam County	S & S Engineers	\$6,750,000
4	Kanawha County Solid Waste Authority – Recycling Program – WV Solid Waste Management Board Grant	Kanawha County	Kanawha County Solid Waste Authority	\$25,000
5	Boone County Solid Waste Authority – Recycling Center - WV Solid Waste Management Board Grant	Boone County	Boone County Commission	\$24,624.06
6	Clay County Ambulance Service – New Ambulance – USDA Rural Development Grant	Clay County	Clay County Commission	\$150,000
7	C&H Taxi / Mountain State Centers for Independent Living Section 5310 Program	Kanawha County	C & H Taxi	\$43,257.75
8	Putnam County Aging Program – Section 5310 Program for Transportation and enhanced mobility for seniors	Putnam County/ Kanawha County	Putnam County Aging Program	\$50,000
9	Clay County Sheriff's Department – Cruiser – USDA Rural Development Grant	Clay County	Clay County Sheriff's Department	\$25,492
10	Nitro City Pool Improvements – Land & Water Conservation Fund	Putnam County	City of Nitro	\$210,000
11	St. Albans Roadside Park ADA Pier Project – Land and Water Conservation Fund	Kanawha County	City of St. Albans	\$222,000
12	Forks of Coal Interior Exhibits for Claudia L. Workman Wildlife Education Center – Abandoned Mine Lands Pilot Program	Kanawha County	Forks of Coal State Natural Area Foundation	\$6,296,897

BCKP Regional Intergovernmental Council
Expenditures for the Year Ended June 30, 2020

APPALACHIAN REGIONAL COMMISSION

Planning and Technical Assistance	12,708
Project Development	40,513
Regional Development Plan (RDP)	5,326
Coordination & Support	<u>59,222</u>
	117,769

TRANSPORTATION

Management and Administration	93,139
Long Range Plan Development	43,654
Transportation Improvement Program	39,892
Short Range Planning	45,617
Database GIS	41,046
General Transit	10,366
Special Studies	<u>123,178</u>
	396,892

SPECIAL PROJECTS

TechConnect WV	5,664
PCC Manilla Ridge	15,480
Blue Knob	2,452
Cedar Grove – Sewer	3,306
Belle Sewer	246
KPSD Lens Creek	11,055
Putnam – Deer Creek	7,122
CCR – Broadband	2,204
Morrisvale Cameo	256
UKVEDC	5,192

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SPECIAL PROJECT (continued)

West Dunbar PSD	6,974
Clay Emergency Sewer	3,625
Clay Water Treatment	3,988
Greater St. Albans PSD	10,808
Prenter Phase II	17,778
Tech Connect 18	<u>2,415</u>
	98,565

ECONOMIC DEVELOPMENT ADMINISTRATION

Project Development	49,719
CEDS	8,229
Coordination and Support	<u>43,628</u>
	101,576

SUBTOTAL	714,802
General Fund	<u>13,859</u>
GRAND TOTAL	728,661

LINE ITEM EXPENSES

Salaries	365,364
Fringe Benefits	98,781
Contractual Services	61,552
Travel	7,899
Printing	3,068
Indirect	162,120
Other	<u>29,877</u>
TOTAL	728,661

Transportation Planning

Metropolitan Transportation Plan

The primary focus of RIC's transportation planning efforts and resources in 2020 was on beginning an update to RIC's Metropolitan Transportation Plan (MTP), which encompasses the entirety of Kanawha and Putnam counties. This multimodal planning effort is taking a fresh look at the region's transportation system and is identifying deficiencies the region's highway, public transit, bicycle, and pedestrian transportation network. During 2020 the RIC transportation staff interviewed and selected Kimley Horn and Associates to assist RIC Staff with the MTP Update. The COVID Pandemic shifted the majority of this update to virtual participation only. Throughout 2020 the RIC staff has worked with Kimley Horn to identify goals and objectives, interview key stakeholders, hold virtual public meetings, engage the public through an online survey, and identify potential transportation projects.

RIC's MTP is updated on a four-year cycle, the current MTP was originally adopted by the RIC Policy Board on September 7, 2017. Early in 2018, a decision was issued from a court case (*South Coast Air Quality Management District v. EPA*), which directly impacted national air quality conformity requirements for transportation planning. Effective February 16, 2018, areas that were previously designated as "nonattainment" or "maintenance" under the 1997 8-hour ozone National Ambient Air Quality Standards (NAAQS), are required to demonstrate transportation conformity through a detailed process which includes the performance of a quantitative transportation conformity analysis. RIC's metropolitan transportation planning area (Kanawha and Putnam counties) did not meet the 1997 8-hour ozone NAAQS and is designated as a maintenance area by the EPA. RIC coordinated with Federal, State and local agencies to conduct the required transportation conformity analysis for the purpose of evaluating transportation conformity for all projects in the FY 2018-2021 TIP and current MTP. The analysis report, completed in August 2018, required additional demographic and traffic forecasting, travel demand model analysis, and the development of an air quality model. The findings of the analysis demonstrate transportation conformity for all projects under the 1997 8-hour ozone NAAQS. The RIC MTP was amended and approved on September 13, 2018 by the RIC Policy Board.

Transit Planning

RIC continues to provide transit planning services to the region's public transportation authority, Kanawha Valley Regional Transportation Authority (KVRTA), and all organizations that provide paratransit services. RIC organizes and hosts public informational meetings throughout the year, as needed, for KVRTA in various parts of Kanawha County.

Transportation Improvement Program

RIC staff worked in 2019 to draft the FY 2020 – 2023 Transportation Improvement Program (TIP) which was adopted by the RIC Board in 2020. The updated Transportation Improvement Program includes federally funded transportation projects obligated in Kanawha and Putnam counties. Transportation Performance Targets and projects that support the progress towards those targets were included in this TIP update. RIC transportation planning staff amended the FY 2020 – 2023 Transportation Improvement Program (TIP) through approved revision requests and project amendments by the RIC Policy Board on a quarterly basis.

Census Management Planning

During 2020, RIC continued to maintain its census library of printed and digital data materials. RIC responded to census requests from officials, agencies and the public as part of its Affiliate Data Center program. RIC staff also worked with the US Census Bureau and local municipalities to encourage participation and completion of the 2020 Census.

Hazard Mitigation Planning

During 2020, RIC completed the annual update to the Region 3 Regional Hazard Mitigation Plan which encompasses all hazards impacting Boone, Clay, Kanawha and Putnam counties. Mitigation plans such as these, increase education and identify implementation approaches focused on the most vulnerable populations to improve a community's resiliency. An approved hazard mitigation plan is required to receive non-emergency disaster assistance, creating the necessity that all communities pass a resolution for plan approval. RIC staff also completed a hazard mitigation planning grant to update the Region 3 Hazard Mitigation Plan in 2021.

Transportation Database/Geographic Information (GIS)

RIC continued expansion with Geographic Information System (GIS) capabilities in 2020 through the acquisition of additional GIS data and GIS software upgrades. RIC continues to utilize GIS technologies in most of its transportation planning endeavors, and to provide mapping for our Community Development activities as well as for RIC members and other regional agencies. RIC transportation planning staff also acquired and analyzed crash data for Kanawha and Putnam counties in preparation of a Hazardous Intersection Study.

Bicycle and Pedestrian Initiatives

In conjunction with HDR, Inc., RIC's transportation planning staff spent the majority of 2018 working on an update to RIC's *Kanawha-Putnam Bicycle and Pedestrian Plan*. This is the first update to the original plan which was developed in 2008.

The plan update began with an analysis of regional data, existing plans and public input. Community outreach and public engagement took place in the form of targeting community groups, city and county officials, and bicycle advocacy groups. Following a strategic prioritization process, a list of proposed bicycle and pedestrian improvement projects and recommendations for Kanawha and Putnam counties was developed. The final plan was completed in early 2019.

An additional element of the *Kanawha-Putnam Bicycle and Pedestrian Plan* was establishing a regular meeting of the Bicycle and Pedestrian Advisory Committee (BPAC). The committee meets before RIC policy board meetings in order to advise decision makers on bicycle and pedestrian initiatives and policies. The BPAC met four times throughout 2020 to prioritize bicycle and pedestrian planning efforts and amend the *Kanawha-Putnam Bicycle and Pedestrian Plan*. RIC Transportation staff applied for multiple Transportation Alternatives Grants for municipalities in Region 3.

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RIC Title VI Plan

RIC's Title VI Plan was updated and adopted by the RIC Policy Board in December 2020 and mandates that RIC's transportation planning program and activities abide by the requirements of Title VI of the federal Civil Rights Act of 1964, as well as subsequent acts and executive orders which fall under the umbrella of Title VI. The RIC transportation planning staff review the plan annually to ensure compliance with current and future legislation. The plan provides specific guidelines and policies for RIC to adhere to in regard to Title VI. The goal of the plan is to guarantee that federally funded transportation planning activities do not discriminate against any person or group of people on the basis of race, religion, sex, national origin, ethnicity, age, disability, political affiliation, color, marital status, sexual orientation, economic status, or any other characteristic protected by law.

RIC Public Participation Plan

RIC's Public Participation Plan describes the strategies, techniques and activities that RIC employs to inform and engage the public in transportation planning issues for the purpose of maximizing public involvement. This plan documents RIC's current and future actions to efficiently promote public participation through various types of activities appropriate to the scope and nature of the planning activity. Additionally, this plan outlines RIC's goals and objectives to ensure successful public participation processes for all planning purposes and activities. A significant area of importance in this plan is the ongoing focus to ensure inclusiveness in all outreach efforts to traditionally underserved populations, including limited English proficient (LEP) persons, low-literacy persons, persons with disabilities, minorities, and low-income individuals. RIC's Public Participation Plan is a living document and is reviewed annually, throughout 2019 the plan was updated and adopted by the RIC Policy Board on December 12, 2019.

Throughout 2020 RIC transportation staff have utilized the Public Participation Plan to guide our planning activities. The staff included the public throughout the Hazardous Intersection Study and Metropolitan Transportation Plan.

RIC Congestion Management Plan

In 2016, RIC transportation planning staff began developing a Congestion Management Plan (CMP) and process for RIC's metropolitan planning area. The CMP was the first of its kind and is a requirement for MPOs that have planning jurisdiction within a Transportation Management Area (TMA). The plan seeks to identify highway segments which regularly experience above average travel times. Actual vehicle travel time data for the region is being used to identify these segments. Public input was also solicited for determining high-congestion areas. Short-term and long-term solutions will be developed for the purpose of alleviating traffic congestion on identified high-congestion segments.

Originating as a suggestion from the Congestion Management Plan (CMP), a System Performance Report for RIC's transportation planning jurisdiction was started in 2018. The System Performance Report reflects the integration of the national performance goals set by the current Federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21) Act, and the Fixing America's Surface Transportation (FAST) Act. The report will be updated on an annual basis, to be utilized in assessing the efficiency of the existing transportation system located in RIC's transportation planning jurisdiction. MPOs are required to coordinate with State DOTs and transit providers to establish and integrate performance targets into their planning documents. RIC's System Performance Report will detail all performance measures and targets adopted by the state of West Virginia, RIC and KVRTA for the purposes of documenting progress and performance expectations for future planning efforts.

Community and Economic Development

2020 RIC Community Projects Update

During 2020, RIC administered a number of infrastructure projects including, the Boone County Prenter Phase II Waterline Extension, the Boone County Right Fork Waterline Extension, the Boone County Rock Creek Development Park Waterline Extension, the Clay County Pack Fork & Independence Road Waterline Extension, the Town of Clay Blue Knob Waterline Extension, the Greater St. Albans PSD Phase III Sewer Extension, the Kanawha PSD Sewer Extension Project, the Town of Clay Water Tank Rehabilitation Project, the Town of Clay Emergency Sewer Rehabilitation Project, the Putnam County Manila Ridge Waterline Extension Project, the Kanawha County Olcott/Alum Creek Waterline Extension, the Kanawha County Paint Creek Mahan Waterline Extension and the Belle Sewer Rehabilitation Project.

RIC assisted in the development of additional infrastructure projects including, the Boone County Madison Inflow and Infiltration Sewer Rehabilitation Project, the Boone County Rock Creek Industrial Park Infrastructure Project, the Boone County PSD Right Fork Waterline Extension, the Clay County PSD Big Otter/Nebo/Walker Road Waterline Extension Project, the Town of Buffalo Storm Sewer Project, the Town of Madison Storm Sewer Project, and the Town of Cedar Grove Sewer Project. RIC also assisted with funding requests for other projects, some of which are currently pending and still in the preliminary phases.

RIC successfully provided the administration of TechConnectWV's TechWrx Project. This is our fourth collaboration with the non-profit. RIC also assisted TechConnectWV with a FAST grant through the U.S. Small Business Administration.

RIC assisted the Boone County Commission with the dissolution of the Boone Raleigh PSD and the successful assumption of customers by West Virginia American Water Company. The district was too small to exist on its own and West Virginia American Water Company has shown interest in providing quality water service from their plant in Charleston. This allowed the antiquated plant that was built in 1935 at Whitesville to be decommissioned. RIC is also assisting in developing a project to dissolve the Sanitary Sewer Treatment Plant and have its customers assumed by a viable utility.

RIC assisted Clay County in preparing and implementing a HUD Broadband Design Grant for Clay County to develop an independent broadband service for the region. The Clay Broadband Committee interviewed and selected Thompson and Litton of Wise, Virginia to design a broadband system for portions of Clay County. The Clay County Commission has applied for additional implementation funding through the HUD Broadband and Appalachian Regional Commission Broadband Grant programs.

Comprehensive Economic Development Strategy (CEDS) FY 2020 Update

RIC has completed the Comprehensive Economic Development Strategy (CEDS) FY 2020 Update as required by the U. S. Economic Development Administration. The FY 2020 CEDS documents new developments and other changes in the region and revisits the goals, strategies and projects list included within the plan. The RIC Policy Board approved the FY 2020 CEDS on June 11, 2020.

Looking Back at the Regional Intergovernmental Council in 2020



The Putnam PSD received a \$1.2 million EDA grant.



Honoring Chair Cavalier and Chairman Cunningham for their service and dedication to RIC.



SoJuana Ellis and Terry Martin receiving the RIC Outstanding Service Award.

**Regional Intergovernmental Council
315 D Street
South Charleston, WV 25303**

Phone: 304-744-4258

Fax: 304-744-2534

Email: mail@wvregion3.org

www.wvregion3.org



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