

RIC Messenger

Boone, Clay, Kanawha, Putnam Counties

A publication of the B-C-K-P Regional Intergovernmental Council

Fall 2019

Chair Cavalier's Message

I hope everyone had a great summer and is looking forward to cooler weather and the colors of fall here in Almost Heaven. I would like to take this opportunity to share some important agency accomplishments and update you on a few of the projects in our service area.

The community development staff members at RIC have been busy these last few months.

- In Boone County, the RIC staff has been working on the Prenter Phase II Water Project. The Boone County Public Service District awarded the waterline extension to FAMCO, Inc. of Huntington, this \$2,150,000 project should be completed in May 2020.
- In Clay County, the Clay County Public Service District Independence Road Waterline Extension is complete. The Clay County Public Service District is using the bid under-run funds to purchase needed additional equipment. Also, the Clay County Commission accepted and approved their Broadband Plan with the recommendation of the CCR Broadband Committee and guidance by Design Nine.
- In Kanawha County, the RIC staff has been working with the Kanawha Public Service District to secure the final \$750,000 from USDA Rural Development to be able to file at the Public Service Commission for a Certificate of Convenience and Necessity to bid the project at Lens Creek.
- In Putnam County, the RIC staff has been working on the Manila Ridge Waterline Extension Project, which is ahead of schedule and should be finished by November.



The transportation staff members at RIC have been busy as well these last few months.

- The RIC staff has been working on a draft Public Participation Plan as required by the Federal Highways Administration. The Public Participation Plan should be ready for adoption at the December RIC meeting.
- The RIC staff has also been working on an ADA Transition Plan for the City of Marmet, which should be finished and ready for implementation in about six months.
- In addition, the RIC staff has been working on a bus shelter inventory for KRT.
- The RIC staff will begin Hazardous Intersection Studies for Kanawha and Putnam counties in December. If any municipalities in either county have intersections that they would like to include, they are asked to contact a member of the RIC transportation staff.

I look forward to seeing you at our next quarterly meeting on Thursday, December 12, 2019 as we work TOGETHER to promote local communities, regional solutions and statewide impacts.

D. Anne Cavalier, Ed.D.
RIC Chair

Welcome New Board Members

- Brian Carr, Citizen Representative (WVDOT)
- Barry McCune, Clay County Citizen Representative

Upcoming RIC Meeting

December 12, 2019

*All meetings will be held at 12:00 Noon at the
West Virginia Regional Technology Park*

Sign-up to Join the RIC Email List

If you would like to receive information about upcoming events and opportunities, sign up to join our email list at <http://eepurl.com/dH-hyj> or use the QR Code below:



Oakwood Road Improvements Project

STATE PROJECT: U220-119-14.04 00

FEDERAL PROJECT: N/A

The West Virginia Division of Highways (WVDOH) held an informational public meeting about the Oakwood Road Improvements Project on Thursday, September 19, 2019, at the Bible Center School located in Charleston, WV. The project proposes to address traffic issues in the 1.95 mile long section of US 119 that extends from MacCorkle Avenue, to Emerald Road, including a 2,000 foot section of the I-64 Connector. The WVDOH welcomes your input on potential impacts to the environment, local economy, social concerns, natural resources and cultural resources.

Project information and comment sheets can be found online at the WVDOH website at <http://go.wv.gov/dotcomment>. Under 'Projects Open for Comment', *click* Oakwood Road Improvements.

A handout with project details can be found at the web address listed below:
<http://transportation.wv.gov/highways/engineering/comment/Oakwood-Road-Improvement-Project/Documents/handout.pdf>

You may submit comments online or in writing. Comments are due by **Monday, October 21, 2019.**

Those wishing to comment online, may do so at the web address listed below:
<http://transportation.wv.gov/highways/engineering/comment/Oakwood-Road-Improvement-Project/Pages/comment.aspx>

Those wishing to send written comments may send them to:

Mr. R.J. Scites, P.E.
Director, Engineering Division
West Virginia Division of Highways



City of Dunbar Project Applications FY 2019 Transportation Alternatives Grant Program

Three grant applications were submitted on behalf of the City of Dunbar for the FY 2019 West Virginia Department of Transportation (WVDOT) Transportation Alternatives (TA) program. Project synopses are below.

Grosscup Avenue Sidewalks

The goal of this project application is to create a Grosscup Avenue that meets accessibility standards and will improve the ability of Dunbar residents to walk to common destinations in downtown Dunbar. Making the appropriate renovations to Grosscup Avenue will improve access for those with disabilities. The current conditions of Grosscup Avenue are unsafe for all users due to the uneven or cracked pavement. These conditions are especially unsafe for the blind, the elderly, or those who are dependent on the use of a cane, walker, wheelchair, or motorized scooter. This renovation improves the public right-of-way to important quality of life centers such as Kroger, CVS, and other surrounding stores and restaurants.

Myers Avenue

The goal of this project is to create a Myers Avenue that meets accessibility standards and will improve its walkability for all residents of Dunbar. This opportunity will improve the connectivity of downtown Dunbar with more accessible sidewalks and street crossings. Many portions of the sidewalk are cracked and untraversable by wheelchairs or motorized scooters. Those who are blind or are with low vision will have difficulty making safe street crossings, as many sidewalk corners are without detectable warning surfaces. The poor condition is such that even an individual with the ability to walk without the assistance of a device has many opportunities to trip, fall, and suffer a serious injury. This improvement occurs alongside or adjacent to a dentist's office, the Dunbar Intermediate School, the Women's Club of Dunbar, and the Church of Christ. Even those who drive to these destinations will interact with sidewalks adjacent to these locations. Perfect Angels Childcare, Supply Stores, and Dunbar Printing and Graphics will all be positively impacted by this improvement. Safe and accessible pedestrian facilities could encourage potential shoppers to explore the area and spend money at a local business.

City Park Recreational Trail

The goal of this project is to lay new pavement on the trail of Dunbar City Park making it safe and accessible to all users. A high-quality City Park trail in Dunbar will improve the walkability of the trail and therefore increase user confidence in the quality of trail, encouraging its use, promoting long term health, and encouraging community socialization. The perception the public has of the region begins with high-quality community facilities for the public to enjoy safely. The improvement will make the trail accessible for those who utilize wheelchairs, motorized scooters, or walkers.

Town of Clay Sidewalk Improvements Project FY 2019 Transportation Alternatives Grant Program

Two grant applications were submitted on behalf of the town of Clay for the FY 2019 West Virginia Department of Transportation (WVDOT) Transportation Alternatives (TA) program— one for each phase of the Town of Clay Sidewalk Improvements project. The town was awarded funding through this program from the FY 2016 grant cycle, the remaining funding amount in addition to the prospective funds from the current grant cycle would be utilized to fund the project. The overall scope of work for the project was modified in 2017 due to the prioritization of ADA improvements and project feasibility. The Town of Clay emphasized the urgency of additional project funding from this program for the construction and replacement of the sidewalk in conjunction with dedicated ADA and safety improvements for all non-motorized users. The construction of new sidewalk and ADA-compliant curb ramps along Main Street will increase mobility and safety to ensure accessibility for disabled users and safe non-motorized transportation for other users along the town's most-used pedestrian facility.

Phase 1 Construction of the Town of Clay Sidewalk Improvements project proposes to fund the construction of approximately 400 linear feet (0.8 miles) of sidewalk and ADA-compliant curb ramps along the south side of WV 16 (Main Street)—the major roadway through the Town of Clay. The condition of the current project area is heavily deteriorated and in need of replacement. The project area location will begin just before the Clay Farm Bureau Co-Op Store and end at the alleyway next to the WV DHHR building. The project area serves access to several of the town's major population centers including the post office and several businesses.

Phase 2 of the Town of Clay Sidewalk Improvements project proposes to fund the design and construction of approximately 700 linear feet (0.13 miles) of sidewalk and ADA-compliant curb ramps along the south side of WV 16 (Main Street). This phase of the project has a starting location just past the WV DHHR building and ending location before the Clay County Courthouse.



FEMA Announces FY 19 PDM and FMA Application Cycle

FEMA has posted the Fiscal Year 2019 (FY19) Notice of Funding Opportunity (NOFO) announcements for the Flood Mitigation Assistance (FMA) and Pre-Disaster Mitigation (PDM) grant programs on www.grants.gov. These NOFOs provide an overview of the grant programs and details about the agency's funding priorities and review process. FEMA will offer a series of webinars in September and October on the FY19 NOFOs for prospective applicants and how to use Mitigation eGrants, the system that FEMA will use to accept and process all grant applications. Applicants may attend any session on subjects such as e-grants for beginners, avoiding application pitfalls, and others.

Flood Mitigation Assistance:

FMA grants are available to implement measures to reduce or eliminate risk of severe repetitive and repetitive flood damage to buildings insured by the National Flood Insurance Program (NFIP). In FY19, \$160 million is available for FMA grants. There is a set-aside of \$70 million for community flood mitigation advance assistance and flood mitigation projects to ensure community needs are met. The remainder of the FY19 FMA grants will be awarded on a competitive basis for planning, technical assistance, and projects that will reduce or eliminate claims under the NFIP with a focus on mitigation of severe repetitive loss (SRL) and repetitive loss properties (RL).

Pre-Disaster Mitigation:

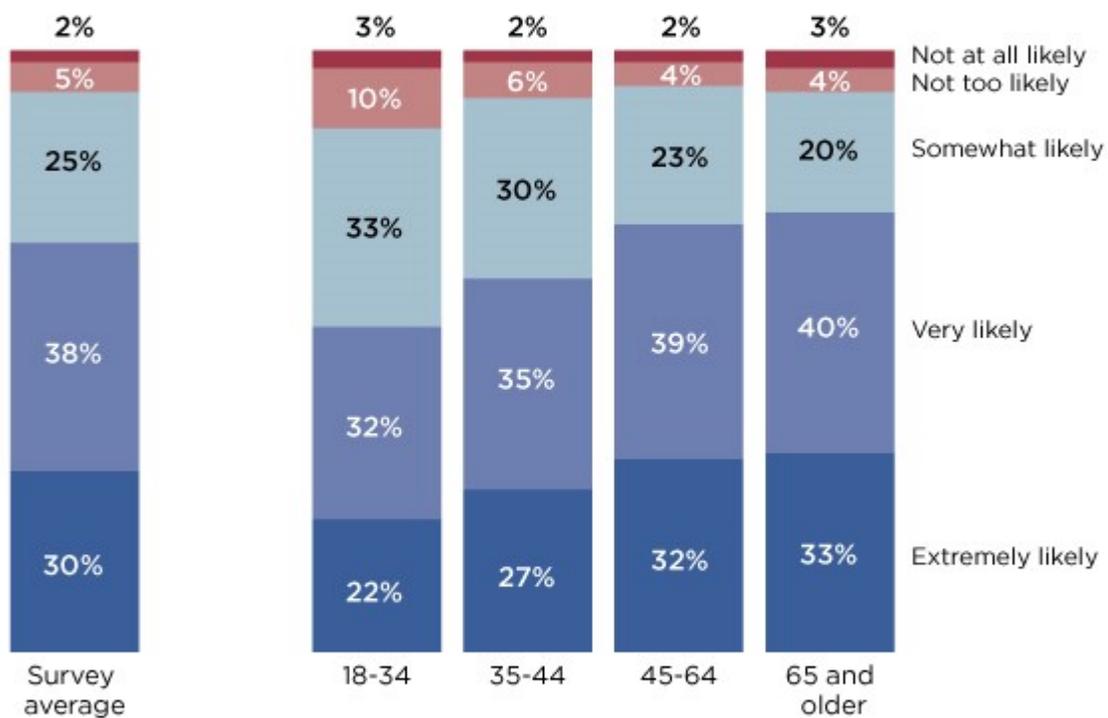
The goal of the PDM grant program is to reduce overall risk to the population and structures, while at the same time reducing reliance on federal funding from Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) disaster declarations. In this application cycle, \$250 million is available in PDM, including a set-aside of \$20 million for federally recognized tribes.

The balance of funds will be for the competitive mitigation activities with a major focus on resilient infrastructure. FEMA has increased the maximum available to \$125 million for Resilient Infrastructure Competitive Funding project type with a federal cost share capped at \$10 million. This priority will provide the opportunity to advance capital projects on a community level, ready for investment that will reduce risks, prevent loss of life and leads to significant savings by reducing damage from future disasters and lowering flood insurance premiums.

FEMA also continues the Advance Assistance priority that will be used to fund development of mitigation strategies and obtain data to prioritize, select, and develop community mitigation projects for future funding. FEMA will select eligible planning and project sub-applications that limit duplication of other HMA programs by prioritizing funding in areas without post-disaster funding available through the Hazard Mitigation Grant Program (HMGP). As directed by the Congressional appropriations language, FEMA will use the majority of the PDM funding for mitigation projects.



How Likely Would You Be to Fill Out the Census Form?



Notes: All estimates were rounded so that the sum of estimates equals 100 percent.

United States[®]
Census
 Bureau

U.S. Department of Commerce
 Economics and Statistics Administration
 U.S. CENSUS BUREAU
[census.gov](https://www.census.gov)

Source: 2020 Census Barriers, Attitudes,
 and Motivators Study (CBAMS)
 Public Use Microdata Sample

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



Upcoming RIC Meeting

December 12, 2019 - 12:00 Noon at the West Virginia Regional Technology Park

*Regional Intergovernmental Council
315 D Street, South Charleston, WV 25303
Phone: (304) 744-4258; Fax: (304) 744-2534
Website: www.wvregion3.org · Email: mail@wvregion3.org*

Chair: D. Anne Cavalier, Ed.D.

Executive Director: Colt Sandoro

Newsletter prepared by Joanna Keller

The preparation of this newsletter is financially aided by grants from the Economic Development Administration, the U. S. Department of Transportation and the Appalachian Regional Commission.

Local Communities / Regional Solutions / Statewide Impacts