

# 2021 Annual Report

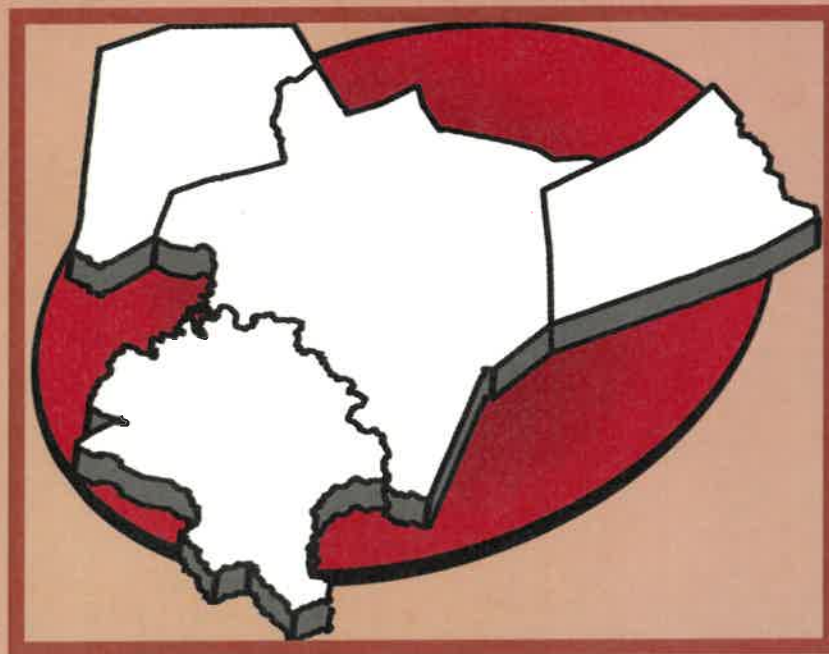
Boone

Clay

Kanawha

Putnam

**Regional Intergovernmental Council**



**Local Communities / Regional Solutions / Statewide Impacts**

## History and Mission of the Regional Intergovernmental Council

The Appalachian Regional Commission (ARC) was formally established on March 9, 1965 when President Lyndon B. Johnson signed the Appalachian Regional Development Act (ARDA) into public law. The ARC is a federal-state partnership committed to strengthening Appalachia's economy and helping the Region's 13 states achieve economic parity with the rest of the Nation. The Boone-Clay-Kanawha-Putnam Regional Intergovernmental Council (RIC) is the ARC's Local Development District (LDD) for our four county Region.

RIC was established in 1970 as a voluntary association of local governments. In 1971, it was designated by then Governor Arch Moore as West Virginia Region III, one of eleven such councils in West Virginia. RIC is committed to promoting economic, environmental, educational, cultural, and recreational growth in Boone, Clay, Kanawha, and Putnam counties.

In 1975, RIC was designated as the Metropolitan Planning Organization (MPO) for the Charleston Urbanized Area. Later, this was expanded to include the entire Metropolitan Area (Kanawha and Putnam counties), to match the air quality non-attainment area. All urbanized areas in the U.S., as a condition of receiving federal highway, and transit funding, must have an official MPO. The responsibility of the MPO is to conduct a coordinated, cooperative, and comprehensive planning process. This includes development of various transportation plans and programs in cooperation with state and local officials, transit agencies, and local citizens.

RIC was designated as the Economic Development District (EDD) for the Economic Development Administration (EDA) on June, 16 1977. The EDA plays a critical role in facilitating regional economic development efforts in communities across the nation. EDDs serve as multi-jurisdictional entities that work to lead the locally based, regionally driven economic development planning process.

RIC's policy board is comprised of forty-eight members, including one commissioner from each of the four counties, the mayor of each of the twenty-five municipalities, fourteen citizen representatives and two minority representatives. The board acts as a forum for discussing mutual problems and dealing with issues that transcend political boundaries. The RIC staff works for all twenty-nine units of government by assisting with multi-jurisdictional issues.

The general purpose of the Council as stated in its by-laws:

“The Council is organized and shall be operated as a cooperative organization of local governments for the promotion of public health, safety and welfare by providing improved public services and facilities, advancing the business prosperity and economic welfare and achieving a satisfactory level of living for the citizens of the area served by the Council.”



## Chairman Fletcher's Message

As we reflect back on 2021, I would like to thank my fellow RIC members for the opportunity to serve as Chairman. The COVID-19 pandemic continued to present many challenges throughout the past year, but RIC remained focused on providing leadership and assistance with many different projects. It is my honor to share a few of RIC's accomplishments from 2021 with you.



### Community and Economic Development Accomplishments

The community and economic development staff worked on many different projects during 2021, I would like to highlight a few of these projects. In Boone County, the Boone County Public Service District awarded the Boone Memorial Hospital Sewerline Extension with RIC's assistance. In Clay County, the Town of Clay received a \$5,000,000.00 HUD-Disaster Recovery Economic Development Grant. In addition, the Clay County Commission received a \$150,000 Broadband Design Grant. In Kanawha County, the Regional Development Authority (RDA) successfully bid the Standard/Paint Creek/Collinsdale Waterline Extension and RIC has been requested to assist with project administration. In Putnam County, the Putnam County Commission received a \$1,500,000 HUD Community Development Block Grant for the Jim Ridge Phase II Waterline Extension. This project is estimated to cost \$3,100,000.

With the addition of COVID-19 funding, HUD Mitigation funding for the 2016 Elk River Flood, CARES funding and the Infrastructure Investment and Jobs Act of 2021 funding, along with the annual funding received by RIC, the community and economic development staff has been remarkably busy submitting multiple funding applications for our region.

### Transportation Accomplishments

The transportation planning staff worked on a variety of projects throughout 2021, I would like to share some project highlights with you. Throughout 2021, the transportation staff, in conjunction with Kimley-Horn, completed the update to RIC's Metropolitan Transportation Plan (MTP). The MTP is a comprehensive, long-range plan that examines deficiencies in the transportation network and identifies multimodal recommendations to improve the region's transportation system. The transportation staff, in cooperation with FHWA, FTA, WVDOT, KVRTA, and local communities, developed the FY 2022-2025 Transportation Improvement Program (TIP). The transportation staff also developed a digital component of the TIP (TIP Map), which can be accessed from RIC's website. In addition, the transportation staff coordinated with WVDOT and KVRTA to establish and adopt updated safety performance targets and updated RIC's System Performance Report. Nearing the end of 2021, the transportation staff began work on the Road Safety Assessments project with Burgess & Niple, Inc. This project is dedicated to reducing crashes and identifying safety improvements at several high-priority locations in Kanawha and Putnam counties. The transportation staff utilized existing plans, previous studies, crash data, and stakeholder feedback to identify study locations for the project. Furthermore, as part of RIC's ADA Transition Plan Assistance Program, the transportation staff assisted the Town of Clendenin with a sidewalk inventory to aid in the development of an ADA Transition Plan.

As summarized in the above, 2021 was an extremely busy year for RIC as the staff worked to conduct numerous projects! I look forward to working with everyone throughout 2022 as we work together to strengthen our region by promoting local communities, regional solutions, and statewide impacts.

David Fletcher  
Chairman

## **2021 RIC Officers**

Chairman  
David Fletcher

First Vice-Chairman  
Vacant

Second Vice-Chairman  
S.K. Miller

Third Vice-Chairman  
Kris Mitchell

Secretary  
Connie Kinder

Treasurer  
Coston Davis, Jr.

## **RIC Staff**

Executive Director  
Colt Sandoro

Deputy Executive Director  
Amy Talbert

Executive Assistant  
Joanna Keller

Project Coordinator  
Terry Martin

Project Administrator  
SoJuana Ellis

Economic Resiliency Coordinator  
Emily Hammond

Transportation Planning Manager  
Kelsey Tucker

Transportation Planner  
Samuel Richardson

## **2021 Regional Intergovernmental Council Membership**

Boone County Commission	Craig Bratcher, 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	Paul Bradshaw, Acting Mayor
Town of Clay	Josh Shamblin, Mayor
Town of Clendenin	Kay Summers, Mayor
Town of Danville	Mark McClure, Mayor
City of Dunbar	Scott E. Elliott, 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	David T. Fontalbert., 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	Jane Bostic
Private Sector Representative (Education)	Heather Raines, BridgeValley CTC
Private Sector Representative (Faith Based-Comm. Service)	Charles Mays
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 (Labor)	Eric Sharp, Labor Employees Coop. Trust
Private Sector Representative (Education)	Trina Sweeney, WV State University
Private Sector Representative (KVRTA)	Kara Greathouse, 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 Bus. Dev.

## 2021 State Intergovernmental Reviews

During the twelve-month period from January 1, 2021 to December 31, 2021, 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	Connec Train Corp Connectivity Certification Program – EDA Project Review Submission	Kanawha County	Connec Train Corp.	\$922,686
2	Kanawha Valley Senior Services – Section 5310 Vehicle & Communication Grant (Application for Vehicle & Communication Equipment)	Kanawha County	Kanawha Valley Senior Services	\$70,453
3	Kanawha County Solid Waste Authority Recycling Program – West Virginia Waste Management Board Grant	Kanawha County	Kanawha County Solid Waste Authority	\$25,000
4	Putnam County Aging Program – Section 5310 Vehicle & Communication Grant (Application for Communication Equipment)	Putnam County	Putnam County Aging Program	\$21,957
5	Clay County Solid Waste Authority Annual Cleanup – West Virginia Waste Management Board Grant	Clay County	Clay County Solid Waste Authority	\$22,212
6	Putnam County Solid Waste Authority Recycling Program – West Virginia Waste Management Board Grant	Putnam County	Putnam County Solid Waste Authority	\$25,000
7	Boone Memorial Hospital, Medical Pavilion Project, Danville – USDA Funding Application	Boone County	Boone Memorial Hospital	\$12,125,000
8	Town of Clay Water Storage Tank Replacement – USDA Rural Development	Clay County	Town of Clay	\$975,000
9	Putnam County Commission Broadband Fiber Optic Network Project	Putnam County	S&S Engineers	\$12,000,000
10	City of St. Albans Splashpad Addition – Land and Water Conservation Fund Grant	Kanawha County	City of St. Albans	\$250,000
11	City of Hurricane Playground – Land and Water Conservation Fund Grant	Putnam County	City of Hurricane	\$328,350
12	City of Nitro Expansion of Existing Recreation Trail System – Land and Water Conservation Fund Grant	Putnam County	City of Nitro	\$297,226.00

**BCKP Regional Intergovernmental Council**  
**Expenditures for the Year Ended June 30, 2021**

**APPALACHIAN REGIONAL COMMISSION**

Planning and Technical Assistance	2,406
Project Development	28,468
Regional Development Plan (RDP)	7,977
Coordination & Support	<u>50,722</u>
	<b>89,573</b>

**TRANSPORTATION**

Management and Administration	77,258
Long Range Plan Development	290,406
Transportation Improvement Program	13,448
Short Range Planning	27,872
Database GIS	49,502
General Transit	10,794
Special Studies	<u>92,001</u>
	<b>561,281</b>

**SPECIAL PROJECTS**

Clay County Commission - Broadband	3,793
Putnam Water Rehabilitation	10,812
Yeager Airport	9,367
Tech Connect – Techwrks	7,738
Blue Knob	346
Cedar Grove Sewer	13,337
Boone County – Right Fork	6,398
KPSD Lens Creek	10,315
Cluster Mapping	3,081
Putnam – Deer Creek	7,365

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**SPECIAL PROJECT (continued)**

CCR – Broadband	801
UKVEDC	6,013
West Dunbar PSD	27,933
Clay Emergency Sewer	10,839
Clay Water Treatment	4,462
Kanawha Orchard Manor	1,428
Greater St. Albans PSD	1,937
Prenter Phase II	<u>1,949</u>
	<b>127,914</b>

**ECONOMIC DEVELOPMENT ADMINISTRATION**

Project Development	30,886
CEDS	8,386
Coordination and Support	44,497
Cares	<u>116,515</u>
	<b>200,284</b>

SUBTOTAL 979,052

General Fund 48,349

**GRAND TOTAL 1,027,401**

**LINE ITEM EXPENSES**

Salaries	403,516
Fringe Benefits	119,117
Contractual Services	267,029
Travel	2,756
Printing	3,797
Indirect	144,376
Other	<u>86,810</u>
<b>TOTAL</b>	<b><u>1,027,401</u></b>

## Transportation Planning

### Metropolitan Transportation Plan

The primary focus of RIC's transportation planning efforts and resources in 2021 was the development and completion of the update to RIC's Metropolitan Transportation Plan (MTP). The MTP is a comprehensive, long-range transportation plan encompassing all areas of Kanawha and Putnam counties. This plan was completed in conjunction with Kimley-Horn and is updated every four years. The MTP examines deficiencies in the existing transportation system and identifies multimodal recommendations to improve the region's transportation systems. The ongoing Covid-19 pandemic continued to impact the public involvement process throughout plan development. As a result, continual virtual public involvement efforts were planned and successfully executed. Throughout 2021, the transportation staff worked with Kimley-Horn to update the multimodal plan elements, prioritize and financially constrain projects, update the regional travel demand model, conduct virtual public meetings, launch an online public survey, and complete a qualitative transportation conformity analysis. The MTP update was approved by the RIC Policy Board on September 9, 2021.

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 previous TIP and 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. As a result, the previous 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

Throughout 2021, 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.

In 2021, the transportation staff prepared the FY 2022-2025 Transportation Improvement Program (TIP) in cooperation with FHWA, FTA, WVDOT and the Kanawha Valley Regional Transportation Authority (KVRTA), and local communities. The FY 2022-2025 TIP was adopted by the RIC Policy Board on December 9, 2021. The updated TIP includes the federal financial summary and transit and highway improvement or maintenance projects to be implemented in FY 2022 through FY 2025. Updated transportation performance targets and projects that support progress toward the targets were included in the update.

## **Census Management Planning**

During 2021, RIC continued to maintain its census library of printed and digital data materials. RIC responded to census requests from officials, agencies and the public. Throughout the year, the transportation staff has monitored and tracked updates released by the U.S. Census Bureau stemming from the preliminary data released from the 2020 Decennial Census.

## **Hazard Mitigation Planning**

During 2021, RIC was awarded a planning grant to update the Region 3 Regional Hazard Mitigation Plan which encompasses all hazards impacting Boone, Clay, Kanawha and Putnam counties. In 2021, RIC initiated the update to the plan which will be completed in 2022. 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.

## **Transportation Database/Geographic Information (GIS)**

RIC continued expansion with Geographic Information System (GIS) capabilities in 2021 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 RIC's community development projects, RIC members, and other regional agencies. The transportation staff acquired, updated, and analyzed crash data for Kanawha and Putnam counties ahead of a new safety planning effort, the RIC Road Safety Assessments project.

## **Bicycle and Pedestrian Initiatives**

In conjunction with HDR, Inc., RIC's transportation planning staff completed the update to RIC's *Kanawha-Putnam Bicycle and Pedestrian Plan* in 2019. This was 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 the establishment of convening the RIC Bicycle and Pedestrian Advisory Committee (BPAC) on a quarterly basis. The committee meets before RIC policy board meetings to advise decision makers on bicycle and pedestrian initiatives and policies. The BPAC met four times throughout 2021 to prioritize bicycle and pedestrian planning efforts.

RIC continues to seek and provide assistance to RIC members through the ADA Transition Plan Assistance Program. Through this program, RIC provided technical assistance to the Town of Marmet in completing an ADA Transition Plan. In 2021, the Town of Clendenin enlisted in the program. The transportation staff is eager to begin working to help another municipality throughout the process of developing an ADA Transition Plan.

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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 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 details the processes, techniques and activities RIC utilizes 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 proficiency (LEP) individuals, persons with disabilities, and minority groups. RIC's Public Participation Plan is a living document and is reviewed annually. The plan was last updated in 2019 and was adopted by the RIC Policy Board on December 12, 2019.

Throughout 2021, RIC transportation staff utilized RIC's Public Participation Plan to guide transportation planning activities. The transportation staff utilized public involvement throughout various planning efforts such as the Unified Planning Work Program (UPWP), RIC Metropolitan Transportation Plan (MTP), FY 2020-2023 Transportation Improvement Program (TIP), and the FY 2022-2025 Transportation Improvement Program (TIP).

## **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 developed in 2018. The System Performance Report reflects the integration of performance-based planning and the national performance goals. This report is updated on an annual basis to aid in assessing the performance of the existing transportation system throughout 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 products. RIC's System Performance Report details performance measures and targets adopted by the state of West Virginia, RIC, and KVRTA for the purpose of tracking progress to guide future planning efforts.

## Community and Economic Development

### **2021 RIC Community Projects Update**

During 2021, 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 Kanawha Public Service District Sewer Extension Project, the Town of Clay Water Tank Rehabilitation Project, the Town of Clay Emergency Sewer Rehabilitation Project, the Putnam County Jim Ridge Phase II 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 also administered US Economic Development Administration (EDA) projects for the Putnam Public Service District Deer Creek Pump Station, Line Extension and Water Rehabilitation Project. RIC continued to administer the Marshall University Flight School Apron project and will continue to support the Sewer Line Extension to commercial sites.

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 Public Service District Right Fork Waterline Extension, the Clay County Public Service District Big Otter/Nebo/Walker Road Waterline Extension Project, the Town of Buffalo 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 has assisted in the development of US EDA Build Back Better applications for the WV Regional Technology Park, The Boone Memorial Hospital Sustainable Living Initiative, The Yeager Airport Paint Hanger Structure Improvements, and the Boone County Rock Creek Development Park.

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

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 (ARC) Broadband Grant programs.

### **Comprehensive Economic Development Strategy (CEDS) FY 2021 Update**

RIC has completed the Comprehensive Economic Development Strategy (CEDS) FY 2021 Update as required by the U. S. Economic Development Administration (EDA). The FY 2021 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 2021 CEDS on June 10, 2021.

# Looking Back at the Regional Intergovernmental Council in 2021



RIC mourns the loss of longstanding board member Damron Bradshaw



RIC says goodbye to Kara Greathouse as a staff member and welcomes her as a board member



Regional Intergovernmental Council  
315 D Street  
South Charleston, WV 25303