

MID-OHIO VALLEY REGIONAL COUNCIL



MOVRC Monthly Newsletter
<http://www.movrc.org/>
304-422-4993

January 2022

Special Project MOVRC is providing assistance for:

WV can Keep Clements Growing!

2021 was a horrid year for WV's Clements State Tree Nursery, engineered and constructed in the 60's with federal and state dollars to produce the millions of tree seedlings needed each year for mine reclamation, forestation, and other WV forest conservation needs. A Covid shutdown in 2020 and its subsequent losses resulted in WV Forestry choosing to cease operation of Clements in June of 2021.

But, happily for WV Conservation AND for WV taxpayers, 2022 can be a great year for Clements, with the possibility of a reopening of the facility through a public/private partnership with a successful Indiana tree nursery operator in need of more room to grow more tree seedlings to fill his demand as well as a growing national seedling demand.

The nursery operator, Tom Mills, toured Clements in November, was impressed with what he saw, including the more than 80,000 seedlings that had survived the abrupt shutdown, and would like to assume the operation of Clements, taking care of the existing crops of seedlings, the groves of seed trees, [including a 30 yr old grove the American Chestnut], and plant an additional 70k seedlings his first year, while repairing and upgrading the Clements buildings infrastructure, and equipment.

To help make this operation possible, the board members of the Western Conservation District (landowners of Mason, Putnam, and Jackson counties elected by popular vote to serve and promote Conservation needs) voted unanimously at their December board meeting to request from DNR (Clements property had been deeded to DNR in 1961 for "forest tree seedlings") a long term lease of Clements so that the Conservation District could shorter-term lease to Tom Mills (or other entity they determine most suitable) to operate the nursery, while providing local assistance and oversight to the operation to ensure the best outcomes for WV Conservation and for the WV taxpayer.

Western Conservation District has sent this proposal to The WV Department of Commerce, within which are the divisions of Forestry and the division of Natural Resources which owns Clements, and so will be determining Clements' future. The Commerce Cabinet Secretary, Ed Gaunch, has advised that it was one of three proposals they had received "concerning

the Clements property” and assured that the Keep Clements Growing proposal would “receive fair and thorough review”, having previously expressed his interest in finding for Clements its “highest best use”.

And now, 50 years after Clements creation, that need for seedlings is greater than ever. A Pew Trust reports that every state tree nursery nationally would need to double its production to meet growing need for tree seedlings. It is logical, it is needed, and it is happily now possible for WV to Keep Clements Growing under the proposed public/private operation of Clements with no additional costs to the WV taxpayer, while making best use of infrastructure already invested in.

2022 can indeed be a very good year for Clements State Tree Nursery.

Would you and/or your organization or group support the proposal to Keep Clements Growing, joining other organizations such as WV Conservation Districts, the WV Farm Bureau, and The American Chestnut Foundation, who believe that Clements now has a chance to get back to, and surpass! it’s proud productive history.

Spread this good news that there IS a plan to Keep Clements Growing! and that it is a solid one that equates to “the highest best use of Clements”, for WV Conservation AND for WV taxpayers.



AmeriCorps Seniors Updates



On December 16th and 17th, AmeriCorps Seniors Staff, Janet Somerville, Foster Grandparent Director; Becky Edwards, Senior Companion Program Director; Tammy Raines, Program Coordinator; Michelle Williams, Program Coordinator, gathered for Staff Development in Elkins at The Darden House office. During, we completed our Service Project which detailed providing necessities and wants for the area seniors. Seniors

that participated wrote down items they needed and included a want item as well. These Seniors were identified by ones that require in home care in the community. The lists were then placed on a Silver Angel Tree at S&T's Bees store in downtown Elkins. We chose (2), shopped and wrapped the gifts and returned them to be delivered on Christmas Day. We all feel blessed that we were able to put smiles on their faces and hopefully in their hearts as well.



Pallottine Foundation

Sarah Campbell, Health Program Officer with the Pallottine Foundation of Buckhannon visited with the AmeriCorps Seniors Programs. Sarah discussed the Pallottine Foundation's mission for the communities in Buckhannon, West Virginia and surrounding areas to maintain healthy lives – physically, emotionally, and spiritually.



ODOT Safe Routes to School Applications – FY22

The [2022 Safe Routes to School application](#) is now open for submissions until March 4th. The SRTS Program is accepting applications for:

- 1) Infrastructure Projects (engineering solutions within 2 miles of school)
- 2) Non-Infrastructure Projects (education, encouragement, enforcement, evaluation, or other programming related to enabling or encouraging kids to walk and bike to school)
- 3) School Travel Plan Development Assistance (requesting reimbursement or consultant assistance with developing a School Travel Plan in your community).

All interested applicants should notify me of their intention to apply, with an opportunity to review your local planning documents and draft applications before submitting. Keep in mind that project applications (infra/non-infra) should be submitting 2-mile student radius and crash maps. If you need ODOT to make those maps, please send your relevant student address data to SRTS.data@dot.ohio.gov by no later than February 11th.

ODOT's SRTS program is a reimbursement program that can provide up to 100% reimbursement for eligible activities utilizing federal funding. Funding is prioritized in communities who demonstrate high need, and for projects that demonstrate high student impact and improved safety and connectivity for students walking and biking. For full details on application eligibility, requirements, details, and scoring criteria, please review the 2022 SRTS Application Guidance or check out the recorded funding webinar, around minute 33.

Please let me know if you have questions. I also anticipate that ODOT will have an opportunity this year to apply for assistance in creating Active Transportation Plans for entire communities.

Alan L. Craig, P.E.

District 10 Planning Engineer, LPA & Consultant Contracts Manager

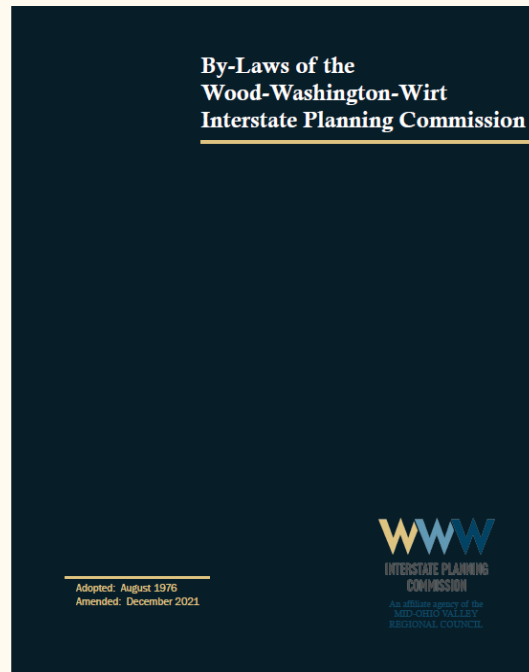
ODOT District 10 338 Muskingum Drive, Marietta, Ohio 45750 740.568.3954 transportation.ohio.gov



Newsletter for January – FY22

WWW's Policy Board approved several resolutions during the December 15, 2021 quarterly meeting. These included:

A resolution to adopt the updated **By-Laws for WWW** following a 30 day comment period. The By-Laws can be found on the agency website at www.triplew.org or by contacting the office at 304.422.4993.



The Policy Board approved a resolution to adopt the **Safety Targets** established by the WVDOH, which are a performance measure applicable to all public roads that evaluates the targeted strategies to reduce the number of fatalities, serious injuries, fatality rate, serious injury rate, and number of non-motorized fatalities and serious injuries. WWW has the option to adopt the Statewide targets or establish their own. WWW requested board approval to adopt the targets established by WVDOH. The targets establish a 50% reduction in fatalities and 66% reduction in serious injury crashes by 2030.



fatality rate per hundred million vehicle miles traveled (HMVMT)

Goal	Safety Performance Target Year		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
	Baseline for Safety Performance Target Year		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
	5 Year Time Period		2005-2009	2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
50% Reduction in Fatalities by 2030	Actual Annual Number		1,900	1,925	1,887	1,809	1,778	1,688	1,624	1,555	1,494	1,457	1,459	1,522
	Target to Reach Goal		1,905	1,849	1,802	1,781	1,738	1,650	1,523	1,443	1,456	1,470	1,465	1,568
	Target Met/Not Met			Not Met	Not Met	Met	Met	Met	Not Met	Not Met	Met	Not Met	Met	Not Met
	Better than Baseline?			Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	
	Met or Made Significant Progress			Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	

jury rate per hundred million vehicle miles traveled (HMVMT)

Goal	Safety Performance Target Year		2013	2014	2015	2016
	Baseline for Safety Performance Target Year		2015	2016	2017	2018
	5 Year Time Period		2009-2013	2010-2014	2011-2015	2012-2016
66% Reduction in Serious Injuries by 2030	Avg Serious Injury Rate		10.525	9.383	8.289	7.384
	Avg Target Serious Injury Rate			8.435	8.390	7.364
	Target Met/Not Met			Met	Met	Not Met
	Better than Baseline?			Yes	Yes	Yes
	Met or Made Significant Progress			Yes	Yes	Yes

3. Fatality rate per hundred million vehicle miles traveled (HMVMT)

Goal	Safety Performance Target Year		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
	Baseline for Safety Performance Target Year		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
	5 Year Time Period		2005-2009	2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021
90% Reduction in Fatalities by 2030	Actual Annual Number		1,900	1,925	1,887	1,809	1,778	1,688	1,624	1,555	1,494	1,457	1,459	1,522	
	Target to Reach Goal		1,905	1,849	1,802	1,781	1,738	1,650	1,523	1,443	1,456	1,470	1,465	1,568	
	Target Met/Not Met			Not Met	Not Met	Met	Met	Met	Not Met	Not Met	Met	Not Met	Met	Not Met	
	Better than Baseline?			Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	
	Met or Made Significant Progress			Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	

5. Number of non-motorized fatalities and serious injuries

4. Injury rate per hundred million vehicle miles traveled (HMVMT)

Goal	Safety Performance Target Year		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
	Baseline for Safety Performance Target Year		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
	5 Year Time Period		2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022
Bike & Ped Fatalities & Serious Injuries	Actual Annual Number		116.0	107.8	106.4	102.6	93.4	96.4	96.8	91.4		
	Target to Reach Goal			111.5	103.5	101.9	98.0	89.2	91.6	91.5	86.1	80.9
	Target Met/Not Met			Met	Not Met	Not Met	Met	Not Met	Not Met	Met		
	Better than Baseline?			Yes	Yes	Yes	Yes	Yes	No	Yes		
	Met or Made Significant Progress			Yes	Yes	Yes	Yes	Yes	No	Yes		

The Policy Board approved a resolution to adopt the **Safety Targets** established by ODOT, which are a performance measure applicable to all public roads that evaluates the targeted strategies to reduce fatalities, serious injuries, fatality rate, serious injury rate, and the frequency of non-motorized fatalities and non-motorized serious injuries by 2% annually. WWC has the option to adopt the Statewide targets or establish their own. WWC requested board approval to adopt the targets established by ODOT.

Ohio Adopts 2% Annual Reduction Goal

After reviewing historical crash trends and other factors, ODOT and ODPS have once again adopted a 2% annual reduction target across all five categories.

Below are Ohio's calendar year (CY) 2022 targets:

CY 2022 Targets for Ohio are:

- 1,106.0 Number of Fatalities
- 7,744.0 Number of Serious injuries
- 0.970 Rate of Fatalities
- 6.780 Rate of Serious Injuries
- 808 Frequency of non-motorized fatalities and non-motorized serious injuries

Baselines used to set targets are (CY 2016-2020):

- 1,152.2 Number of Fatalities
- 8,063.4 Number of Serious Injuries
- 1.015 Rate of Fatalities
- 7.063 Rate of Serious Injuries
- 840.4 Frequency of Non-motorized Fatalities and Non-motorized Serious Injuries



The Policy Board approved a resolution to adopt the WV Division of Public Transit - **Transit Asset Management Performance Targets** in cooperation with Tier II providers.

Category	Class	Performance Measure	2022 Target	2021 Actual	Action	Action Owner	Dependency	2020	Actual 2021	2022 Targets
Rolling Stock	12 Year/500K Miles	SGR %	96%	95%	Continue working with subgrantees to maintain robust maintenance program	WVDOT & Subgrantee	TAM Plan	99%	95%	96%
	10 Year/350K Miles	SGR %	80%	92%	Evaluate SGR of trolleys	Subgrantee		95%	78%	80%
	7 Year/200K Miles	SGR %	84%	82%	Evaluate SGR of trolleys and prioritize replacements for "bad" and "poor" rated vehicles	WVDOT & Subgrantee	TAM Plan	79%	82%	84%
	5 Year/150K Miles	SGR %	84%	83%	Prioritize replacements for "bad" and "poor" rated vehicles	WVDOT & Subgrantee	TAM Plan	88%	83%	84%
	4 Year/100K Miles	SGR %	81%	78%	Prioritize replacements for "bad" and "poor" rated vehicles	WVDOT & Subgrantee	TAM Plan	89%	78%	81%
					Enhance existing asset management tool to include PM reporting	WVDOT	AVIS			
					Conduct analysis of fleet maintenance practice for identified systems	WVDOT	WVDOT System Reviews			
Facility	Storage	SGR %	100%	100%	Maintain SGR for all facilities	WVDOT	WVDOT System Reviews AVIS	100%	100%	100%
	Transfer Center	SGR %	100%	100%				100%	100%	100%
Equipment	Support Vehicles	SGR %	78%	76%	Support vehicles not in consistent support service are brought into SGR or disposed	WVDOT & Subgrantee	WVDOT System Reviews AVIS	94%	76%	78%
	Maintenance Equip	SGR %	83%	82%	Maintain SGR for all equipment			71%	82%	83%

Definition of State of Good Repair (SGR)
WVDOT defines SGR as a system meeting the following criteria: --- All assets are functioning at their ideal capacity within their design life. --- The state's asset management system, AVIS, includes consistent, accurate and relatively current information on the status of each capital asset covered by the TAM. --- Each system has a maintenance program to ensure maintenance is performed per manufacturer requirements and intervals. ---No rolling stock assets are placed in revenue service with identified safety defects.

The Policy Board approved a resolution to adopt the **Coordinated Public Transit-Human Services Transportation Plan for Washington County, Ohio**. This Plan can be found on the agency website at www.triplew.org or by contacting the office at 304.422.4993.

The Policy Board also signed a **letter of support** for a request from WWW to the WVDOH that would incorporate an active transportation accommodation during the design of a bridge replacement on WV 14: Project ID S354-14-24.67 00 STP-0014 (184)D - Replace USMC PFC D Marshall Memorial Bridge on WV 14, 0.11 miles north of CO 21/2.

WWW staff wishes to express our gratitude to the Policy Board for the work effort required to facilitate a robust schedule of requests over the first half of the fiscal year. Your participation and action is appreciated and promotes the transportation needs of our community and the WWW service area.



Washington County Coordinated Plan Update – FY 2021

WWW staff participated in the development of the 2021 Washington County, Ohio Coordinated Plan Update through the attendance in regularly scheduled, and special, Way to Go Committee Meetings; and review/comment on the drafts and final updated document.



Buckeye Hills is the agency tasked with development of the document. It was prepared and sent to WWW in November. WWW Staff added the updated plan to the WWW website.

Study Support

- Staff efforts included attending meetings (7/27, 10/5); reviewing, and commenting, on plan update; updating WWW website with new plan.
- Work activity spanned from July-November, 2021.
- www.triplew.org



Community Development Updates

674 Transit

- **Community Development Specialist John Isner** has left the MOVRC staff to take a position with the Wood County Public Defender's Office. While John's diligence and expertise will be sorely missed, we wish him well in his new endeavor.
- **US Army Corps of Engineers (Pittsburgh District) and city of Paden City partner for \$2 million project**



The U.S. Army Corps of Engineers Pittsburgh District entered a partnership agreement with the city of Paden City, West Virginia, to upgrade sanitary sewer collection and treatment facilities as part of a \$2 million Section 219 Environmental Infrastructure project, Thursday, Jan. 6.

Col. Adam Czekanski, district commander, attended a meeting to sign a Project-Partnership Agreement with officials to kickstart the project. Signing the partnership agreement is the first step in improving the treatment plant's efficiency while reducing inflow and infiltration within the collection system in Tyler and Wetzel counties.

The upgrades will improve the plant's treatment processes and prevent further pollution of the city's local waterways. The project includes installing aeration blowers a new mechanical dewatering system in the sludge holding tank; constructing an equipment storage building; and replacing sections of the sanitary sewer-collection system.

By partnering with the corps, the city can fund this project without increasing costs to taxpayers,” said Scott Swansinger, project manager, Pittsburgh District. “This project enables the municipality to improve their service to the community by upgrading their wastewater treatment plant’s efficiency, reducing pollutants released into the waterways and minimizing the risk of line breaks.”

Contract work is expected to be complete by mid-2024. The government shares the cost of the project with the sponsor at a rate of 75 to 25 percent, respectively, under the Section 219 Environmental Infrastructure Program.

- **The Southern Jackson PSD** is scheduled to award construction contracts to Pro Contracting and Mid-Atlantic Storage Systems on Tuesday, February 1st for the Wendell/Given/Jim Ridge/White Pine and Station Camp water extension project that will provide public drinking water and fire protection to approximately 100 households in Jackson County. This \$4,591,000 project is being funded through a USDA-RD loan of \$2,000,000, WV Community Development Block Grant of \$2,000,000, WV Infrastructure and Jobs Development Grant of \$165,000 and Jackson County Commission American Recovery Plan Grant of \$426,000.
- **Grant Announcement : Rural Emergency Medical Services Training Grant.** The purpose of this program is to recruit and train EMS personnel in rural areas with a particular focus on addressing mental and substance use disorders. SAMHSA recognizes the great need for emergency services in rural areas and the critical role EMS personnel serve across the country. Application Due Date: Monday, February 14, 2022. SAMHSA plans to issue 27 awards of up to \$200,000 per year for up to 1 year.
- **Treasury Issues Final Rule for State and Local Fiscal Recovery Funds Program to Support the Ongoing COVID Response**

(January 6, 2022) The U.S. Department of the Treasury has issued the Final Rule for the State and Local Fiscal Recovery Funds (SLFRF) program, enacted as a part of the American Rescue Plan, which delivers \$350 billion to state, local, and Tribal governments to support their response to and recovery from the COVID-19 pandemic. The SLFRF program ensures governments have the resources needed to respond to the pandemic, including providing health and vaccine services, supporting families and businesses struggling with the pandemic’s economic impacts, maintaining vital public services, and building a strong and equitable recovery.

The final rule – which takes effect on April 1, 2022 – provides state and local governments with increased flexibility to pursue a wider range of uses, as well as greater simplicity so governments can focus on responding to the crisis in their communities and maximizing the impact of their funds. The State and Local Fiscal Recovery Funds Program final rule provides additional clarity and flexibility for recipient governments. MOVRC will release any pertinent changes as they are made clear.

