

News
From _____

CONGRESSMAN

Nick Rahall

WEST VIRGINIA-4th DISTRICT

FOR IMMEDIATE RELEASE
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WASHINGTON D.C. --- WEST VIRGINIA'S FOURTH DISTRICT

CONGRESSMAN NICK J. RAHALL, HAS INTRODUCED HR 1271, A BILL TO PROVIDE ASSISTANCE FOR ENERGY IMPACTED HIGHWAY AND RAIL TRANSPORTATION (COAL HAUL ROADS). A COPY OF THE BILL IS ATTACHED.

CONGRESSMAN RAHALL EXPLAINED, "THIS LEGISLATION WILL PROVIDE \$1.5 BILLION TO HELP STATES IN THE UP-GRADING AND CONSTRUCTION OF HIGHWAYS AND RAILROADS CROSSINGS THAT WILL BE NEEDED IN THE MOVING OF COAL AND OTHER ENERGY RESOURCES."

"THE NEED FOR THIS LEGISLATION IS GREATER NOW, THAN IT EVER HAS BEEN," RAHALL STRESSED. "REPORTS SHOW THAT THE KEY TO GREATER COAL PRODUCTION, USE AND EXPORTATION, IS A SYSTEM TO TRANSPORT COAL SAFELY AND EFFICIENTLY," THE CONGRESSMAN ADDED.

THE REPORT FROM THE INTERAGENCY TASK FORCE ON COAL EXPORT SAID, "WITHOUT MAJOR EXPENDITURES TO REHABILITATE APPALACHIA'S COAL HAUL ROADS, IT WILL BE DIFFICULT FOR SMALL PRODUCERS, WHO DEPEND ON TRUCK TRANSPORT TO BENEFIT FROM THE GROWING COAL EXPORT MARKET."

LEGISLATION SIMILAR TO THAT WHICH CONGRESSMAN RAHALL HAS INTRODUCED, WAS PASSED BY THE HOUSE OF REPRESENTATIVES LAST YEAR, BUT FINAL APPROVAL DID NOT COME FROM THE SENATE BEFORE THE END OF THE 96TH CONGRESS.

"WITH ONE QUARTER OF THE WORLD'S COAL RESERVES LOCATED IN THE UNITED STATES, AND WITH A QUARTER MILLION MINERS LABORING IN SOME 6,000 MINES SCATTERED OVER 26 STATES, COAL IS THE BRIDGE TO THE FUTURE," CONGRESSMAN RAHALL OBSERVED.

AS A RESULT OF RAHALL'S LEGISLATION, THE STATE OF WEST VIRGINIA COULD RECEIVE AS MUCH AS \$36 MILLION IN THE FIRST YEAR OF THE PROGRAM, AND AS MUCH AS \$56 MILLION IN THE FOURTH AND FINAL YEAR.

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IN THE HOUSE OF REPRESENTATIVES

Mr. Rahall introduced the following bill; which was referred
to the Committee on _____

A BILL

(Insert title of bill here)

To amend title 23, United States Code, to provide assistance for energy impacted rail and highway transportation.

1 *Be it enacted by the Senate and House of Representatives of the United*
2 *States of America in Congress assembled,* That (a) chapter 1 of
3 title 23, United States Code, is amended by adding at the end thereof
4 the following new section:

5 § 157. Energy impacted rail and highway transportation

6 "(a) The Secretary is authorized to make grants to reconstruct,
7 resurface, restore, and rehabilitate nontoll public roads which
8 are incurring a substantial use as a result of transportation activities
9 to meet national energy requirements and will continue to incur such
10 use. In the case of any road with respect to which Federal financial
11 assistance is provided under this subsection, the geometric and
1 construction standards established under section 109 of this title
2 for the Federal-aid secondary system, except those standards which
3 the Secretary determines are not appropriate, shall apply to the
4 reconstruction, resurfacing, restoration, or rehabilitation of
5 such road.

6 (b) The Secretary is authorized to make grants for transportation
7 projects which will alleviate the environmental, social, and
8 economic impact of substantial or increased train traffic to meet
9 national energy requirements in communities located along rail corridors
10 incurring such traffic. Such projects may include, but are not limited
11 to, low-cost systems management methods, grade crossing separation, and

12 rail line and highway relocation. A project for elimination of
13 a railroad crossing by relocation of a rail line may receive financial
14 assistance under this section only if the Secretary determines that the
15 cost of such project (1) is less than the cost of relocation of the
16 highway, and (2) is less than the cost of grade separation between the
17 highway and the railroad. In the case of any transportation project
18 other than a low-cost systems management improvement financial assistance
19 may only be provided under this subsection if the Secretary is satisfied
20 that low-cost systems management improvements were considered before
21 consideration of such project and other more costly improvements. Any
22 State may, without regard to the preceding sentence, use up to 50 per
23 centum of that portion of the sums appropriated to such State for any
24 fiscal year under this section, which portion is attributable to

1 railroad needs in such State, for the construction of grade separations
2 between railroads and highways.

3 "(c) The Federal share of the cost of any project under this
4 section shall be 80 per centum. For purposes of determining the
5 railroad's share if any, of the cost of a project under this section
6 which would be otherwise eligible for assistance under section 130 of
7 title 23, United States Code, or under section 203 of the Highway Safety
8 Act of 1973, subsections (b) and (c) of section 130 of title 23, United
9 States, shall apply to such project.

10 "(d) The provisions of this chapter, other than those provisions
11 which the Secretary determines are inconsistent with the section,
12 shall apply to projects under this section.

13 "(e) Taking into account both railroad and highway needs, the
14 Secretary shall establish, by regulation, a formula for apportionment
15 of funds authorized to be appropriated under this section among the
16 States. No State shall, in any fiscal year, receive less than one-half
17 of 1 per centum or more than 12 per centum of the total apportionment
18 made under this subsection for such fiscal year.

19 "(f) There is authorized to be appropriated to carry out this
20 section not to exceed \$300,000,000 for the fiscal year ending September
21 30, 1982, \$350,000,000 for the fiscal year ending September 30, 1983,
22 \$400,000,000 for the fiscal year ending September 30, 1984, and
23 \$450,000,000 for the fiscal year ending September 30, 1985.

24 "(b) The analysis of chapter 1 of title 23, United State Code
25 is amended by adding at the end thereof,

26 " 157. Energy impacted rail and highway transportation."