

News
From _____

Nick Rahall

WEST VIRGINIA-4th DISTRICT

FOR IMMEDIATE RELEASE
April 9, 1986

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RAHALL ANNOUNCES TRANSPORTATION GRANT TO T.T.A.

Washington, D.C. -- Fourth District Rep. Nick Rahall (D-WV) today announced that the Department of Transportation has awarded a grant of \$700,000 to the Tri-State Transit Authority.

"This grant, awarded under the auspices of the Urban Mass Transit Administration, is for operating assistance for the Tri-State Transit Authority," Rahall said. "I am pleased to see that even in these times of budget cutbacks, the obvious need for transit assistance in West Virginia has been recognized."

"The period of assistance is from July 1, 1986 through June 30, 1987," Rahall noted. "The monies will be available to T.T.A. on April 15, 1986."

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*Televised to
Herald-Dispatch
4/9*

M.C. shall make w.V.A. transit agency of my question answered for DOT/UMTA

NICK RAHALL
Subcommittee on Surface Transportation
February 19, 1986
FY87 Administration Budget Proposals

M.C. resp. 2

Questions for Federal Highway Administration

✓ 1. Section 109 of the Surface Transportation Assistance Act of 1982 authorizes a program whereby States may give priority to projects for reconstruction, resurfacing, restoration, or rehabilitation of energy impacted roads. For such projects, the Federal share is 85 percent. How many States have taken an interest in taking advantage of this section, and can you tell me how much has been obligated under this program?

✓ 2. What is the Administration's proposal for the Section 18 Rural Assistance program?

Admin.

Questions for Urban Mass Transit Administration

Ralph Stanley

✓ 1. DOT has proposed that public transit systems offer their services for bid to the private sector. Although in theory this may be a viable alternative for a large urban area, the likelihood of any interested buyers is remote in the rural and small urban areas of West Virginia. Have you considered a threshold for privatization which would exclude rural and small urban transit systems from the privatization requirements?

It is my understanding that Congress specifically instructed UMTA NOT to hold up grant monies according to whether or not privatization guidelines have been received from public transit systems. However, it has been brought to my attention that public transit systems have been asked by regional UMTA officials for privatization guidelines before grant money is allocated. Can you shed any light on this situation?

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