

News  
From \_\_\_\_\_

# Nick Rahall

WEST VIRGINIA-4th DISTRICT

FOR IMMEDIATE RELEASE  
JUNE 25, 1986CONTACT: JERRY BURKOT  
202-225-3452HOUSE HIGHWAY BILL CONTAINS RAHALL'S NEW RIVER PARKWAY FUNDS

WASHINGTON, D.C. -- U.S. REP. NICK RAHALL (D-WV) ANNOUNCED THAT THE \$89.1 BILLION HIGHWAY BILL PASSED BY THE HOUSE PUBLIC WORKS COMMITTEE TODAY CONTAINS FUNDING FOR THE CONSTRUCTION OF THE NEW RIVER PARKWAY UNDER A PROVISION WHICH REP. RAHALL INSERTED DURING COMMITTEE CONSIDERATION OF THE FIVE YEAR AUTHORIZATION.

"THE BILL PASSED BY THE HOUSE PUBLIC WORKS AND TRANSPORTATION COMMITTEE, ON WHICH I SERVE, CONTAINS SOME \$17.6 MILLION FOR THE CONSTRUCTION OF THE NEW RIVER PARKWAY THROUGH THE NEW RIVER NATIONAL GORGE IN RALEIGH COUNTY," REP. RAHALL SAID. "THE PARKWAY WILL PROMOTE RECREATIONAL TOURISM, AS WELL AS INDUSTRIAL AND ECONOMIC DEVELOPMENT FOR SOUTHERN WEST VIRGINIA, SOMETHING THAT IS DESPERATELY NEEDED AS WE ATTEMPT TO DIVERSIFY OUR ECONOMIC BASE."

THE SURFACE TRANSPORTATION ASSISTANCE ACT OF 1986 CONTAINS \$69.6 BILLION FOR THE NATION'S FEDERAL-AID HIGHWAY PROGRAM, AND \$19.5 BILLION FOR MASS TRANSIT ASSISTANCE. "IT IS IMPOSSIBLE AT THIS TIME TO DETERMINE THE EXACT SHARE OF THIS BILL FOR WEST VIRGINIA SINCE THE MONIES ARE DISPERSED UNDER A COMPLICATED FORMULA," RAHALL NOTED. "I WOULD POINT OUT THAT THIS IS THE TYPE OF LEGISLATION WE NEED TO CONTINUE THE PROGRESS IN BOTH THE HIGHWAY AND TRANSIT ASSISTANCE FIELDS MADE WITH THE PASSAGE OF THE SURFACE TRANSPORTATION ASSISTANCE ACT IN 1982. THIS BILL PROVIDES THE FUNDS FOR THE ENORMOUS TASK OF CONSTRUCTING AND REPAIRING THE NATION'S ROADS AND TRANSIT SYSTEM, WHILE AT THE SAME TIME SHOWING A GREAT DEAL OF BUDGETARY RESTRAINT IN THESE DAYS OF GRAMM-RUDMAN AND RECORD BUDGET DEFICITS."

THE BILL WILL BE CONSIDERED BY THE HOUSE WAYS AND MEANS COMMITTEE AND THERE IS HOPE THAT THE BILL WILL COME BEFORE THE FULL HOUSE FOR A VOTE SOMETIME IN EARLY AUGUST.

-30-



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To JB

Date 6/26 Time 9:26am

## WHILE YOU WERE OUT

M Hoppy

of Metro News

Phone 296-0029

Area Code

Number

Extension

TELEPHONED	<input checked="" type="checkbox"/>	PLEASE CALL	<input checked="" type="checkbox"/>
CALLED TO SEE YOU	<input type="checkbox"/>	WILL CALL AGAIN	<input type="checkbox"/>
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RETURNED YOUR CALL ☐

Message

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on the Raleigh Co. side  
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Operator



AMPAD  
EFFICIENCY®

23-020

N.R. Play mtd. wanted by Agos

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WHILE YOU WERE OUT

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TELEPHONED	PLEASE CALL

**House of Representatives**  
**Washington, D.C. 20515**

**MEMORANDUM**

THE MONEY WILL BE EARMARKED FOR THE NEW RIVER PARKWAY AUTHORITY WHICH WAS CREATED BY THE WEST VIRGINIA LEGISLATURE TO OVERSEE THE CONSTRUCTION OF THE NEW RIVER PARKWAY. IT IS IMPOSSIBLE TO TELL AT THIS TIME THE EXACT LENGTH OF THE ADDITION TO THE PARKWAY BECAUSE THE AUTHORITY HAS NOT YET FINALIZED ITS RECOMMENDATIONS BUT THE INTENTION IS FOR THIS STRETCH TO RUN FROM I-64 OVER THE NEW RIVER TO THE RALEIGH COUNTY SIDE ACROSS FROM HINTON.



# New River Parkway funds get panel OK

By Alan Wallace  
Staff Writer

Progress on the New River Parkway took a step forward Wednesday when federal funding for the project passed a House committee in Washington.

Rep. Nick Rahall said the \$89.1 billion Surface Transportation Assistance Act of 1986 includes \$17.6 million for construction of the parkway, a provision Rahall inserted while the House Public Works Committee considered the bill.

The bill will now go to the House Ways and Means Committee. If it passes that hurdle, Rahall hopes the full House can vote on it in early August.

The New River Parkway is a proposed two-lane scenic highway that would run through the New River Gorge National River area. Planning and design studies have been going on for the past two years, and proponents say construction of the highway, which they would like to see tie in with I-64, would bring numerous economic benefits to Southern West Virginia.

"The parkway will promote recreational tourism, as well as industrial and economic development for Southern West Virginia, something that is desperately needed as we attempt to diversify our economic base," Rahall said, noting

that the bill provides funds needed for construction and repair of the nation's roads while showing "a great deal of budgetary restraint in these days of Gramm-Rudman and record budget deficits."

Bill Brezinski, head of the New River Parkway Authority, praised Rahall's efforts on behalf of the parkway.

"Congressman Rahall has been meeting with authorities since the beginning of the project. It's great to see his legislative leadership has resulted in progress," Brezinski said. "We hope West Virginia's legislators continue their

(Please see Parkway on 2A)

## Parkway ■ Continued from 1A

strong efforts to bring our share of the federal budget to the Mountain State. We're confident that in spite of Gramm-Rudman and other funding limitations the quality of our legislators, including Rahall, will result in a significant boost in the state's economy."

Brezinski added that the authority is "moving aggressively" toward completion of specific plans and that a design study for which Gov. Moore helped obtain funding should be done by the time construction funds become available.

He said the \$17.6 million included in the bill represents the full amount of federal funds the authority is seeking.

Raleigh County Del. Paul Hutchinson Jr., who in the fall of 1984 introduced a resolution in the state legislature which authorized the New River Parkway as the first state parkway in West Virginia, also spoke highly of Rahall's work on the parkway project.

"As 'the father of the New River Parkway,' I'm very pleased," Hutchinson said. "I can see it is going to be — if it achieves fruition — quite a potential tourist attraction. I certainly appreciate the congressman's efforts."

Hutchinson said he feels the parkway will spur efforts to clean up and develop camping areas in the New River Gorge. He added that Wednesday's initial passage of funds in the House will help parkway supporters get the I-64 interchange built.



# NEWS • FROM •

## Committee on Public Works and Transportation

JAMES J. HOWARD, N.J., CHAIRMAN

U.S. HOUSE OF REPRESENTATIVES  
ROOM 2165, RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, D.C. 20515  
(202) 225-4472

FOR IMMEDIATE RELEASE

WEDNESDAY, JUNE 25, 1986

The House Public Works and Transportation Committee today approved a five-year authorization of \$69.6 billion for the Nation's Federal-aid highway program, and \$19.5 billion for mass transit assistance.

"This major legislation will enable the Nation to complete the work on the Interstate highway system that began 30 years ago. It is a landmark bill," Rep. James J. Howard, D-N.J., Committee Chairman, said. "We intend to have this legislation in place by the time the existing authorization expires."

The bill, titled the Surface Transportation Assistance Act of 1986, must be referred for a limited time to the Ways and Means Committee for extension of the taxing authority that supports the Highway Trust Fund. "We hope to have the bill on the House floor in early August," Howard said.

Rep. Glenn M. Anderson, D-Calif., Chairman of the Subcommittee on Surface Transportation, said, "This is a fine piece of legislation that will take our transportation infrastructure programs into the 1990s. Although the Committee would like to do more, this is the best we can do under the current budget situation."

Howard said the bill is "The type of legislation necessary to continue the progress in both the highway and transit fields made with passage of the Surface Transportation Assistance Act of 1982. This bill provides the funds for the enormous task of constructing and repairing the Nation's roads and transit systems."

He thanked Rep. Gene Snyder, R-Ky., the Committee's Ranking Minority Member, and Rep. Bud Shuster, R-Pa., the Subcommittee's Ranking Minority Member, for their work on the bill. "The bill was the product of the unified efforts of the entire Committee," Howard said.

The bill includes:

-- A two-year approval of the Interstate Cost Estimate (ICE) and Interstate Substitute Cost Estimate (ISCE);

-- Authorizes \$13.9 billion annually for the Federal-aid highway program through FY 1991 with \$3.3 billion annually for Interstate highway construction and \$2.8 billion annually for Interstate 4R;

-- Authorizations of \$2.3 billion annually for the Federal-aid primary system, \$600 million annually for the Federal-aid secondary system, and \$750 million annually for the Federal-aid urban system;

-- Authorization of \$1.75 billion annually for the bridge replacement program;

-- A revision of the formula for distribution of Interstate 4R funds to reflect road use. The new formula would be based on 50 percent of vehicle miles travelled, 25 percent on gasoline usage and 25 percent on diesel fuel usage;

-- An authorization of \$5 million annually from the Highway Trust Fund for the highway beautification program;

-- An increase in funding for the bridge discretionary program for large, structurally deficient bridges from \$200 million annually to \$250 million;

New River

\$1M FY87

\$4.6M FY90

\$3M FY88

\$9M FY89



-- The transfer of the enforcement authority for the 55 mile per hour speed limit to the National Highway Traffic Safety Administration from the Federal Highway Administration as soon as practicable but not later than October 1, 1986. It also includes a change in the measurement of compliance with the 55 mile per hour speed limit to focus on higher speed violations.

-- Annual authorizations for distribution of mass transit funds collected by the penny-a-gallon gas tax of \$1 billion in FY 1987, \$1.795 billion in FY 1988, \$1.795 billion in FY 1989, \$1.795 billion in FY 1990 and \$1.795 billion in FY 1991. The funds are to be distributed 40 percent for new starts, 40 percent for rail modernization, 10 percent for buses and 10 percent at the discretion of the Secretary of Transportation;

-- Approval for the Urban Mass Transportation Administration to enter into multi-year contracts to fund construction of mass transit systems;

-- A new process for distribution of funds in the mass transit account of the Highway Trust Fund and criteria for funding new starts;

-- Elimination of the annual ceiling on funding the Interstate Transfer-Transit program;

-- Annual authorizations for distribution through the mass transit formula program and rural assistance program of \$2.1 billion in Fiscal Year 1987, \$2.15 billion in FY 1988, \$2.2 billion in FY 1989, \$2.25 billion in FY 1990, and \$2.3 billion in FY 1991.

CONTACT: David Smallen  
(202) 225-4472

4/1/87

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# House of Representatives

Washington, D.C. 20515

## MEMORANDUM

NJR got provision which would provide 100% fed funding (17.641) for the construction of the New River Parkway thru the New River Natl Forge in Ral. Co. The Parkway would promote recreation tourism and industrial + economic dev. for WV (jazz That up!).