

News  
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CONGRESSMAN

# Nick Rahall

WEST VIRGINIA-4th DISTRICT

FOR IMMEDIATE RELEASE

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## RAHALL ANNOUNCES FUNDING FOR LABOR AND TRANSPORTATION

WASHINGTON, D.C.-- Congressman Nick J. Rahall, II (D-WV) announced today that H.R. 3015, the Department of Transportation appropriations bill, and other labor related programs of H.R. 2990, the Labor-HHS-Education Appropriations Bill, have passed on the floor of the House of Representatives. They now move onto the Senate for consideration.

The transportation bill provides \$706 million for the Federal Railroad Administration, including \$615 million for Amtrak operating and capital expenses. The House once again rejected the Administration's short-sighted attempt to zero out funding for Amtrak. This is important news to many West Virginia residents who are elderly or handicapped and have limited means of transportation. Also, the measure appropriates \$1.7 billion for the Urban Mass Transportation Administration (UMTA) formula grant program, which provides mass transportation capital and operating assistance to both urban and non-urban areas. This program is heavily depended upon by West Virginia's rural and urban transportation systems and provides "the bread and butter" for systems such as the Tri-State Transit Authority in Huntington.

In addition to these programs, \$10 million has been provided for research, training, and human resources programs under UMTA, and \$5 million has been retained for the section 18(h) rural transportation program, which enables people in rural systems to attend important training programs and to implement federal regulations.

Also, the Essential Air Service program was funded through this legislation, providing five communities in West Virginia, including Beckley and Bluefield, with monies to maintain their air service. Finally, the Federal Highway Administration received a total of \$14.1 billion, of which \$12.5 billion has been authorized for federal highway grants to assist West Virginia, and other states, in the construction and repair of the interstate highway system and secondary roads and bridges.

"At a time when we in the State are working so hard to address our poor economic situation and broaden our industrial and economic base, some of our greatest hopes lay with our growing tourism industry. The discontinuation of any air service in our state or delay in monies to help repair our highway system would be a severe blow to that budding industry. I am happy to say that this bill provides money that is a step in the right direction," said Rahall.

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Rahall also announced that of the \$4.7 billion that the Labor-HHS-Education bill provides for the Employment and Training Administration, \$4 billion will be used by programs authorized under the Job Training and Partnership Act. Of the programs listed under this Act, the Job Training program received \$1.8 billion, the Summer Youth Employment program received \$709 million, the Job Corps was appropriated \$797 million, and the new Economic Dislocation and Worker Adjustment Assistance Program, which helps recently unemployed workers to relocate and assists them in job training, was given \$450 million for Fiscal Year 1990.

"For the most part, this year's appropriations have given West Virginia the funding to start on the ambitious plans for its future, and I am confident that our State will use these monies in an effective and creative manner to get West Virginia back on the road to economic prosperity," concluded Rahall.

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WASHINGTON, D.C. -- Congressman Nick J. Rahall, D-WV, announced today that H.R. 3012, the Department of Transportation appropriations bill, and other labor related programs of H.R. 3000, the Labor-HHS-Education Appropriations Bill, have passed on the floor of the House of Representatives. They now move onto the Senate for consideration.

The transportation bill provides \$200 million for the Federal Railroad Administration, including \$612 million for Amtrak operating and capital expenses. The House once again rejected the Administration's short-sighted attempt to zero out funding for Amtrak. This is important news to many West Virginia residents who are elderly or handicapped and have limited means of transportation. Also, the measure appropriates \$1.7 billion for the Urban Mass Transportation Administration (UMTA) formula grant program, which provides mass transportation capital and operating assistance to both urban and non-urban areas. This program is heavily depended upon by West Virginia's rural and urban transportation systems and provides "the bread and butter" for systems such as the Tri-State Transit Authority in Huntington.

In addition to these programs, \$10 million has been provided for research, training, and human resources projects under UMTA, and \$2 million has been retained for the section 5301 rural transportation program, which enables people in rural systems to attend important training programs and to implement federal regulations.

Also, the Essential Air Service program was funded through this legislation, providing five communities in West Virginia, including Beckley and Bluefield, with monies to maintain their air service. Finally, the Federal Highway Administration received a total of \$1.1 billion, of which \$12.5 billion has been authorized for Federal highway grants to assist West Virginia, and other states, in the construction and repair of the interstate highway system and secondary roads and bridges.

"At a time when we in the State are working as hard as we can to address our poor economic situation and broaden our industrial and economic base, some of our greatest hopes lay with our growing tourism industry. The discontinuation of any air service in our state or delay in monies to help repair our highway system would be a severe blow to that budding industry. I am happy to say that this bill provides money that is a step in the right direction," said Rahall.

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STATEMENT OF NICK J. RAHALL, II  
SUPPORT FOR H.R. 3015, FY90 DEPARTMENT OF TRANSPORTATION APPROPRIATIONS  
AUGUST 3, 1989

I strongly support H.R. 3015, FY90 appropriations for the Department of Transportation and related agencies and would like to take this opportunity to highlight several of the programs funded in this measure that are especially important to my home State of West Virginia.

[The bill provides \$706 million for the Federal Railroad Administration, including \$615 million for Amtrak operating and capital expenses.] I am pleased that the Committee has yet again rejected the administration's short-sighted attempt to zero out funding for Amtrak. Once again we in the House of Representatives are demonstrating that we, unlike the current and past administrations, have not forgotten those who rely so heavily on Amtrak, many of whom are elderly and handicapped and have limited means of transportation. [In West Virginia, the Cardinal not only supplies an important link in our transit system for West Virginians], it also brings people from throughout the country to enjoy the beautiful scenery and many recreational opportunities in our great State.

[H.R. 3015 also provides funding for programs administered by the Urban Mass Transportation Administration which were not requested by the administration. The measure appropriates \$1.7 billion for the formula grant program which provides mass transportation capital and operating assistance to both urban and non-urban areas.] This program is heavily depended upon by West Virginia's rural and urban transportation systems and provides the "bread and butter" for systems such as the Tri-State Transit Authority in Huntington. I commend the Committee for including \$100 million over the FY89 appropriation level for the formula grant program. This increase in funding will allow the restoration of funds to transit systems

unintentionally docked last fiscal year. [It is my understanding that approximately \$200,000 in capital and operating expenses will be restored to West Virginia to make up for FY89's shortfall.]

[The bill provides \$10 million for research, training and human resources programs under UMTA and, importantly for West Virginia, redirects the research and technical assistance program to emphasize, among other things, improving rural transit services.] I am also pleased that the Committee retained \$5 million for the section 18(h) rural transportation assistance program. Among its many worthwhile functions, this program helps to enable people in rural systems to attend important training programs and to implement federal regulations, which, as we all know, sometimes takes quite a bit of doing.

[Also of great importance to the State of West Virginia is the \$12.4 million appropriated in this legislation for the Essential Air Service program,] another program for which the administration requested no funding. Under this measure, four communities in West Virginia will receive EAS funding. Two of these areas, Beckley and Bluefield, are located in my Congressional district, and I can personally attest to the vital need for EAS support in these communities. [Without the assistance provided by the EAS, the continuation of air service in southern West Virginia would be in severe jeopardy. [At a time when we in the State are working so hard to address our poor economic situation] and broaden our industrial and economic base, some of our greatest hopes lay with our growing tourism industry. The discontinuation of any air service in the State would be a severe blow to that budding industry.]

[Finally, I would like to mention the funds -- a total of \$14.1 billion -- included in H.R 3015 for the Federal Highway Administration.] \$180



million is appropriated for FY90, an increase over both the FY89 level and the administration's apparent request. The bill also authorizes the release of \$12.5 billion from the Highway Trust Fund for federal highway grants to assist states in the construction and repair of the interstate highway system and secondary roads and bridges. [West Virginia and the other states are dependent on this assistance to maintain and improve this Nation's highway system which is the best in the world. Even so, much remains to be built, and I am encouraged that [the Committee has seen fit to authorize the release of \$463.5 million more from the Highway Trust Fund than last fiscal year, although still falling short of the level set by the Public Works and Transportation Committee in the last highway bill] These funds are also used to enforce federal standards in relation to interstate motor carriers and the highway transport of hazardous materials.

To close Mr. Speaker, I urge my colleagues to support this DOT appropriations measure which is of such importance to the transportation needs of all Americans.