

U.S. Congressman
Nick Rahall
WORKING FOR WEST VIRGINIANS

FOR IMMEDIATE RELEASE
DECEMBER 9, 1993

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**HOUSE TO ACT EARLY ON
PROPOSED NATIONAL HIGHWAY SYSTEM**

Rahall Says Delay Would Jeopardize Funds to States

WASHINGTON, D.C. -- The chairman of the Subcommittee on Surface Transportation, U.S. Rep. Nick J. Rahall (D-WV), stated that the House of Representatives would take action early next year in approving the new National Highway System that was released today by Transportation Secretary Pena.

"This is the single most important initiative involving the Federal role in developing and maintaining the Nation's highways, roads and bridges since President Eisenhower proposed the Interstate System in the 1950s," Rahall said.

According to Charlie Miller, West Virginia's Secretary of Transportation: "I think that without a doubt the National Highway System is the essence of future surface transportation, and its importance to West Virginia is paramount."

As required by the Congress as part of the landmark Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Secretary Pena today released the proposed National Highway System. Pena's action is in advance of the December 18th statutory deadline.

"Faced with the imminent completion of that System, Congress in the Intermodal Surface Transportation Efficiency Act of 1991 authorized a new National Highway System to focus Federal resources on roads that are essential to interstate travel and international commerce," Rahall commented. "Any delay in its establishment, however, will seriously jeopardize the flow of federal highway funds to the States."

While ISTEA authorized the National Highway System, the routes on the system are subject to final Congressional approval. Under the law, the Secretary's transmittal to the Congress of a proposed system sparks a two-year period during which Congress must enact legislation to approve it. If that deadline is not met, a self-executing provision of ISTEA will halt the flow of a substantial portion of Federal highway funds to the States.

Incorporated into the National Highway System are to be the existing Interstate and Defense Highway Systems, urban and rural principal arterials and high-priority corridors identified by the Congress.

West Virginia's share of National Highway System funds is approximately \$41.4 million per year subject to a 20% State match for a total of \$49.6 million per year. National Highway System funds apportioned to West Virginia may be used for construction, rehabilitation, restoration, resurfacing and reconstruction projects on highways and roads designated on the system.

- MORE -

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Rahall said that he would convene the Surface Transportation Subcommittee early in 1994 to conduct hearings on the proposed National Highway System, and anticipates House action on the measure before Memorial Day.

While generally pleased with the National Highway System routes for West Virginia recommended by the U.S. Department of Transportation, Rahall said that several routes proposed by the State were excluded from the map being transmitted by the Transportation Secretary to the Congress. According to State and Federal transportation officials, these routes were not incorporated into the proposed National Highway System due to a dispute over whether they constituted 'principal arterial' roads. One such disputed project is the proposed Coalfields Expressway.

"Secretary Pena and Federal Highway Administrator Slater have already been made aware of the fact that I will amend the National Highway System map they are proposing to include the proposed Coalfields Expressway corridor in West Virginia," Rahall said. "I have made it very clear that the House of Representatives will not pass the legislation without including the Coalfields Expressway."

Rahall said that he would also seek to include during Congressional consideration of the National Highway System legislation a small segment of the proposed Shawnee Parkway that was excluded on the proposed map. He indicated that he would review the other routes proposed by the State but excluded by the U.S. Department of Transportation.

According to Rahall, regardless of whether these two projects are comprised of principal arterial routes there is justification for their inclusion because the Shawnee Parkway by law is part of the I-73 High-Priority Corridor and the proposed Coalfields Expressway is intended to be part of the Transamerica High-Priority Corridor.

The following highways and roads are on West Virginia's National Highway System as proposed by the U.S. Department of Transportation:

Interstate Highway System

Interstate 77; Interstate 79; Interstate 64; Interstate 81 (eastern panhandle); Interstate 70 (northern panhandle); Interstate 470 (northern panhandle); Interstate 68 (north-central).

Appalachian Corridors

Corridor G (U.S. Route 119 between Charleston and Williamson); Corridor L (U.S. Route 19 between I-79 and I-77); Corridor H (segments of US Route 33 (east of I-79) US Route 219, WV Route 93 and WV Route 55); Corridor D (US Route 50 between Clarksburg and Parkersburg); Corridor Q (US Route 460).

High-Priority Corridor Designated by Congress

I-73 High Priority Corridor (US Route 52 between Huntington and Bluefield, includes the TOLSIA Highway and the 'common ground' corridor with the Shawnee Parkway).

Principal Arterial Routes

US Route 219; US Route 35; US Route 220/WV Route 93 (eastern panhandle); US Route 522 (eastern panhandle); US Route 340 (eastern panhandle); WV Route 2; WV Route 9 (eastern panhandle).

Routes Proposed by WV DOT but excluded by US DOT

Coalfields Expressway corridor (WV Routes 83, 16 and 54); Shawnee Parkway segment between Three-County juncture and I-77; U.S. Route 60 (Sam Black Church to Charleston); WV Route 9 (US Route 340 to Virginia State Line); Corridor D (in Parkersburg; WV Routes 14 and 5 (Parkersburg to I-79); US Route 250 and WV Route 7 (Moundsville to Morgantown).

House of Representatives

Washington, D.C. 20515

MEMORANDUM

12/14/93

JZ-

Joe Popolo w/ Roadway needs
an NR quote on NHS and importance
to trucking.

He is doing a pac Fundraising
letter.

703 - 276 - 0594 (fax)

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Thanks



for Highways
and trucking

House of Representatives

Washington, D.C. 20515

MEMORANDUM

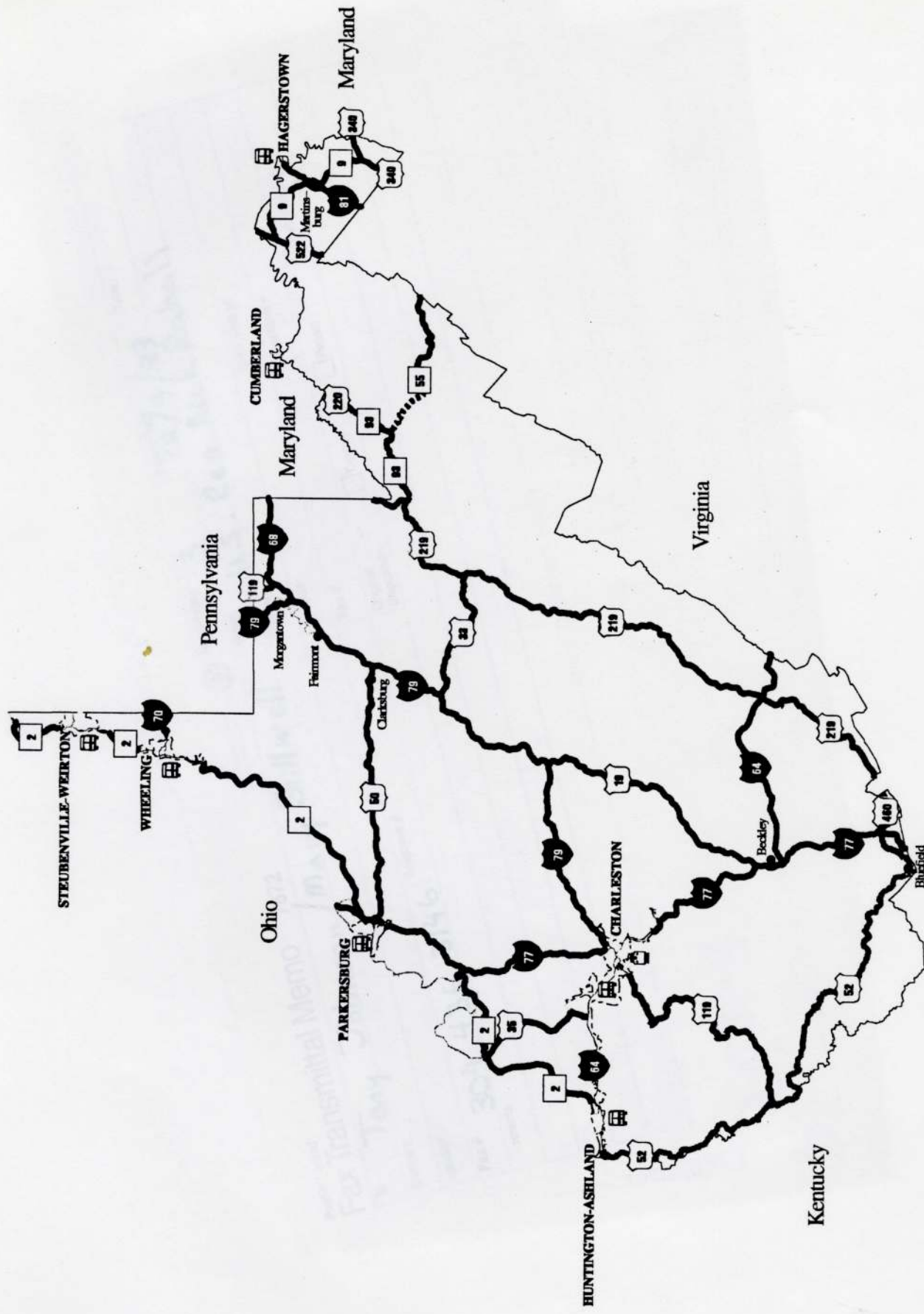
gave to popolo

The National Highway System
~~will be the next generations~~ ^{is the paramount}
driving ~~for~~ ~~the~~ americans
trucking industry through the
next century

PROPOSED NATIONAL HIGHWAY SYSTEM STATE OF WEST VIRGINIA



U.S. Department
of Transportation
**Federal Highway
Administration**



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