



U.S. Congressman

**Nick Rahall***WORKING FOR WEST VIRGINIANS*FOR IMMEDIATE RELEASE  
May 24, 1993CONTACT: KENT KEYSER  
Acting Press Secretary  
Phone: (202) 225-3452**HOUSE PANEL PASSES ENERGY AND WATER APPROPRIATIONS**

**Federal Monies Included For West Virginia Water Projects**  
**\$1.5 Million Approved For Southern West Virginia Pilot Water Project**  
**\$400,000 Included For Trailhead Facilities Study**  
**\$400,000 Provided To Fund Tug Valley Greenway Study**  
**\$800,000 To Continue Ohio River Port Development Study**

WASHINGTON, D.C. -- The House Appropriations Subcommittee on Energy and Water Development included funding in legislation containing millions of federal dollars for West Virginia Corps of Engineers projects including \$1.5 million to fully fund the southern West Virginia pilot water project, according to U.S. Rep. Nick Rahall (D-W.Va.).

"These projects will lay a solid foundation for Southern West Virginia's continued economic diversification," said Rahall. "In short that spells jobs."

Rahall's pilot water project directs the U.S. Army Corps of Engineers to assist local communities in the design and construction of water treatment and water supply facilities. Rahall created the project two years ago, as part of the Water Resources Development Act, to serve the 16 counties of the Third Congressional District. Last year, Rahall obtained \$3.5 million in start up funding for the program.

\*\*\* The panel included \$400,000 to study and develop a plan to establish a network of recreational trails for off-road recreational vehicles that would connect several Corps facilities in southwestern West Virginia, including Beech Fork Lake, East Lynn Lake, R.D. Bailey Lake and the Tug Fork Flood Control projects.

Last October, the Mingo County Redevelopment Authority along with the Gilbert Regional partners in Development and the Matewan Development Center sponsored an event to demonstrate the viability of trail recreation in southern West Virginia. This event was very successful and attracted over 300 off-highway vehicle enthusiasts from 14 states for a weekend of trail riding.

\*\*\* Additionally, the bill provides \$400,000 for a Corps of Engineers feasibility study for a Tug Valley Greenway in conjunction with the flood control projects in the area. Many acres of scenic riverfront property will become available, providing an opportunity for enhanced public recreation.

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**\*\*\* The House subcommittee also provided \$800,000 for Phase III of the Port Development Study, which will consist of an Environmental Impact Assessment and the development of a master plan for building ports at several locations along the Ohio River, including the Cabell County area.**

**The first two phases of the study have determined that the development of a port in the Cabell County area is of the highest priority. The West Virginia Port Authority is prepared to match the \$200,000 in order to complete the study.**



# House of Representatives

Washington, D.C. 20515

## MEMORANDUM

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⊗ Trail + 400 K

⊗ Greenways + 400 K

⊗ River Port 800 K

⊗ WATER + 1.500M

**STATEMENT OF U.S. REP. NICK J. RAHALL**  
**Subcommittee on Energy and Water Development**  
**Approved Fiscal Year 1995 Appropriations**

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**SUMMARY OF THE REQUEST**

An appropriation in the amount of \$1.5 million for the U.S. Army Corps of Engineers to further advance the environmental assistance pilot program for wastewater treatment and water supply projects in southern West Virginia as authorized by section 340 of the Water Resources Development Act of 1992, including bill language referencing said authority.

An appropriation in the amount of \$400,000 for the U.S. Army Corps of Engineers to conduct a study and develop a plan for trailhead facilities at several Corps projects in West Virginia pursuant to section 306 of the Water Resources Development Act of 1992.

An appropriation in the amount of \$400,000 for the U.S. Army Corps of Engineers to conduct a study to determine the feasibility of establishing a "Tug Valley Greenway" in association with Corps project lands in West Virginia pursuant to section 114(t) of the Water Resources Development Act of 1992.

An appropriation in the amount of \$800,000; \$200,000 for the U.S. Army Corps of Engineers to continue the West Virginia Port Development Study.

**ENVIRONMENTAL ASSISTANCE PILOT PROGRAM**

Section 340 of the Water Resources Development Act of 1992 authorized an environmental restoration infrastructure and resource protection development pilot program in southern West Virginia.

Under this program, the U.S. Army Corps of Engineers is to provide design and construction assistance for publicly owned projects like wastewater treatment and water supply facilities under local cooperation agreements with non-Federal entities such as, for example, a county commission. Appropriated amounts for the pilot program must be matched on a 75% federal/25% local basis.



I would note that the authorization requires that the Corps transmit a report to the Congress on the results of the pilot program, and recommendations as to whether a similar program should be implemented on a national basis.

In my view, this pilot program is in the national interest. It presents us with a unique opportunity to revitalize the Corps of Engineers by expanding its mission into a bold new frontier of public and community service in an area of such dire need of its expertise.

For my part, I can assure you that the \$3.5 million for the southern West Virginia project this Subcommittee appropriated for fiscal year 1994 is being well spent. The Huntington (WV) District of the Corps of Engineers has prepared a plan of action for the implementation of section 340 that includes the development of an action-oriented General Management Plan and the construction of two demonstration projects. The Corps anticipates that additional funding, above the existing \$3.5 million appropriation, could be utilized beginning with fiscal year 1995.

Mr. Chairman, this project has brought new hope to many impoverished coalfield residents whose water supply consists of a PVC pipe running from a water-filled abandoned underground coal mine through their kitchen window, and wastewater is dumped directly into the neighboring stream. On behalf of my constituents, and myself, thank you for the support you have given this project to date. However, the project will not be able to be completely operational unless it is fully funded.

In the event the Subcommittee finds that it can accommodate this request, I would ask that bill language be included referencing the authorization.

#### **TRAILHEAD FACILITIES STUDY**

I am also seeking an appropriation in the amount of \$400,000 for the Corps to conduct a study and develop a plan for trailhead facilities at several Corps projects in West Virginia pursuant to section 306 of the Water Resources Development Act of 1992.

The purpose of this proposal is to provide the groundwork for establishing a network of recreational trails for motorized use that would connect several Corps facilities in southwestern West Virginia, including Beech Fork Lake, East Lynn Lake, R.D. Bailey Lake and the Tug Fork Flood Control projects.

There is a two-fold genesis for this proposal: the need to expand the area's coal-based economy by facilitating recreational tourism, and the pressing need to provide managed outlets for off-road recreational vehicle users. In this regard, last October the Mingo County Redevelopment Authority along with the Gilbert Regional Partners in Development and the Matewan Development Center sponsored an event to demonstrate the viability of trail recreation in southern West Virginia. This event was very successful and attracted over 300 off-highway vehicle enthusiasts from 14 States for a weekend of trail



riding. Moreover, the potential economic benefits of recreational trails to a severely depressed region of the country was established.

At the same time, West Virginia's public lands continue to suffer from illegitimate off-road vehicle use. The resource manager at East Lynn Lake, for example, is concerned that off-road vehicles are contributing to the siltation of the lake and that many 'roads' are being created in places where they should not exist. In my view, it is imperative that a managed outlet for off-road vehicles be devised in order to protect the Corps' facilities in this region.

### **TUG VALLEY GREENWAY STUDY**

This Subcommittee is familiar with what is generally known as the section 202 project along the Tug Fork River in West Virginia. As part of the Corps' flood control projects along the Tug Fork, many acres of scenic riverfront property will become available, providing an opportunity for enhanced public recreation.

Under a Memorandum of Understanding the Corps has entered into with the Town of Matewan and others, an Action Plan aimed at economic revitalization has been devised. One element of this plan is to establish a Tug Valley Greenway in conjunction with the flood control projects.

Section 114(t) of the Water Resources Development Act of 1992 and by Resolution of the Committee on Public Works and Transportation, dated September 24, 1992, authorized a feasibility study of this proposal. To insure that it is completed, I am seeking an appropriation in the amount of \$400,000.

### **OHIO RIVER PORT DEVELOPMENT STUDY**

Finally, Mr. Chairman, over the last several years I and others of the West Virginia Delegation have come before you seeking funding for different aspects of a comprehensive study of the West Virginia side of the Ohio River. It has been demonstrated that public ports are a tremendous asset to a State's economic development. While West Virginia has several private ports that serve specific industrial sectors, such as coal or petroleum, the State would greatly benefit from the development of public ports that would attract new industry to several population centers along the Ohio River.

The Corps of Engineers has recently completed the first two phases of the West Virginia Port Development Study. This study has determined that excellent opportunities exist for public ports and that West Virginia possesses a number of strengths which could draw businesses to the State.

**In this regard, it would now be appropriate to commence with Phase III of the Port Development Study, which would consist of an Environmental Impact Assessment and the development of a master plan for building ports at several locations along the Ohio River.**

**The component of the third phase of the Port Development Study that would focus on the Cabell/Wayne Counties River Port District would cost \$200,000. The first two phases of the study have determined that the development of a port in this region is of the highest priority. This port district is centered at Huntington, West Virginia, which is located directly on the Ohio River. The area's central location among U.S. manufacturing activity and its extensive transportation infrastructure along with other State incentives for attracting businesses means that it encompasses all the advantages that make West Virginia a prime location for the development of ports.**

**The previous study has found that there is ample Federal interest to justify a full feasibility study. Furthermore, the West Virginia Port Authority is prepared to match the \$200,000 in order to see this study completed.**



STATEMENT OF U.S. REP. NICK J. RAHALL  
before the Subcommittee on Energy and Water Development  
Fiscal Year 1995 Appropriations  
March 23, 1994

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Thank you.

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WEDNESDAY, MARCH 23, 1994.

## WEST VIRGINIA PROJECTS

## WITNESS

NICK J. RAHALL II, A REPRESENTATIVE IN CONGRESS FROM  
STATE OF WEST VIRGINIA

BEVILL. Here is our good friend and colleague Congressman

MYERS. We had all this money to give away, Nick.

Did you get here.

BEVILL. We are always glad to hear from our good friend and  
colleague Nick Rahall.

You may proceed as you wish, Nick.

RAHALL. Thank you very much, Mr. Chairman.

I do have a full statement that I ask you to make a part of the  
record, and I will summarize it.

Mr. Chairman, as you know, last year this subcommittee par-  
tially funded a program under which the Army Corps of Engineers  
is to provide design and construction assistance for wastewater  
treatment and water supply facilities in southern West Virginia.

We appreciate very much your support as well as the support of  
the gentleman from Indiana, Mr. Myers, and your committee.

This project, thanks to this committee's support, has brought  
hope to many impoverished coal-field residents whose water supply  
consists basically of a PVC pipe running from an abandoned under-  
ground coal mine through their kitchen window. So on behalf of my  
constituents we thank you, Mr. Chairman, for this support.

Unless it is fully funded, the project will not be completely oper-  
ational, and that is why I am back before you today, to ask for an  
additional \$1.5 million. I want to assure you that the \$3.5 million  
the subcommittee has already appropriated for this project is being  
well spent.

The Huntington, West Virginia, Corps of Engineers has prepared  
a plan of action for the implementation of the program that in-  
cludes the construction of two demonstration projects. In this re-  
gard, the Corps anticipates that in order to conduct these projects,  
additional funding above the existing appropriation could be uti-  
lized beginning with fiscal year 1995.

Mr. Chairman, in my prepared statement there are three other  
requests, two of which I testified and brought to the subcommit-  
tee's attention last year. And again I want to thank you for your  
previous support and I am soliciting your continued support on  
these projects.

It is kind of hard to imagine, but in many parts of our country,  
as you know, Mr. Chairman, there are communities without ade-  
quate wastewater treatment facilities, they are having to dump  
raw sewage into our streams in violation of Federal law, but  
through no fault of their own.

There is just no alternative, nothing else to do, and it is a situa-  
tion that is crying out for help across rural America.

Mr. BEVILL. I think you and your delegation, as I recall, were  
very interested in that Gallipolis project. Is it about finished?



Mr. RAHALL. Yes, sir, thanks to this subcommittee's support and your help, Mr. Chairman, it is.

Mr. BEVILL. You are kind of letting us off light this time. When you came in wanting that, it was \$300 million?

Mr. RAHALL. Yes, sir, it was.

Now commerce and goods and coal are flowing freely on the river. There are not the accidents and the tie-ups that occurred in the previous years at that antiquated facility.

Mr. BEVILL. John, that is where we almost froze.

Mr. MYERS. At the ground breaking.

Mr. BEVILL. Well, we will work with you.

Mr. MYERS. Nick, it is always a pleasure to work with the authorizing committee. Your help there helps us to do our job here. The cooperation is very necessary. I appreciate that cooperation.

Mr. RAHALL. That is very true, John.

Thank you.

Thank you, Mr. Chairman.

[The statement of Mr. Rahall follows:]