

Representative John Rose (TN-06)

Member Day Testimony

**House Appropriations Subcommittee on Transportation, Housing and Urban Development,
and Related Agencies**

May 13, 2021

Chairman Price and Ranking Member Diaz-Balart:

I represent Tennessee's Sixth District, a beautiful district in Middle Tennessee. Made up of nineteen counties, my district is over fifty percent rural and today, I am advocating for two major priorities of rural and agricultural communities back home and across the country.

My testimony will discuss both the need to provide critical funding for the Appalachian Development Highway System as well as a one-year delay on implementation of Electronic Logging Devices for livestock haulers in the Transportation, Housing and Urban Development, and Related Agencies Appropriations bill for Fiscal Year 2022.

The Appalachian Development Highway System, or ADHS, was created in 1965 to stimulate economic development by connecting isolated areas of Appalachia to the interstate system and the Nation's integrated transportation network. The project allows those isolated areas to benefit from greater access to the Region as well as to broader domestic and global markets. In all, 3,090 ADHS miles have been authorized by Congress and over 90% of them are now open to traffic. It is critical for Congress to now honor the decades-old federal commitment by supporting the goal of completing in a timely manner the remaining 10% of the ADHS.

In Fiscal Year 1999, ADHS was transitioned from a directly appropriated program to an eligible activity within the Highway Trust Fund (HWTF). However, since that change, project completion has slowed dramatically. In 21 years, only 15% of the authorized miles were completed.

The federal dollars going into this program have not gone to waste. The ADHS corridors completed between 1965 and 2015 have created or supported over 168,000 jobs with nearly \$7.3 billion per year of added worker income. These corridors have also had substantial impacts on the accessibility of Appalachian communities to labor markets, truck delivery markets, and intermodal terminals. Finally, according to *Economic Analysis of Completing the Appalachian Development Highway System*, published by the Appalachian Regional Commission (ARC) in 2017, completing the ADHS will enable the combined economy of the 13 Appalachian states to produce and sell \$8.7 billion more in goods and services per year, generate over \$4.2 billion more in gross regional product, and pay workers nearly \$2.7 billion more in wages while adding over 46,000 more jobs. We must complete this highway system and do so in a timely manner.

Additionally, I urge you to include language in the Fiscal Year 2022 T-HUD Appropriations bill that would provide a one-year delay on implementation of Electronic Logging Devices or ELDs for livestock haulers.

Every day, nearly half a million cattle and over half a million pigs are moved throughout the United States. However, livestock haulers across the country have the difficult task of ensuring motorist safety while also tending to the health and welfare of the animals transported. Unfortunately, the hours of service rules do not adequately accommodate this subset of the industry. A one-year delay would allow time for industry members and authorities

concerns to be addressed, as well as receive sufficient training to ensure uniform compliance and enforcement.

To further combat this issue, I have introduced a bipartisan piece of legislation with Representative Darren Soto that would provide a year-round exemption from hours of service rules for agriculture and livestock haulers. Although our legislation would solve this problem, a one-year delay is a good first step toward protecting the welfare of livestock as well as motorists.

Chairman Price and Ranking Member Diaz-Balart, thank you for allowing me to testify before you today and I look forward to working with you and the rest of the subcommittee on these priorities.