

RESOLUTION REAFFIRMING THE GOALS AND IDEALS THAT FORMED THE
IMPETUS FOR ALBERT GALLATIN'S NATIONAL PLAN FOR TRANSPOR-
TATION IMPROVEMENTS 200 YEARS AGO, AND FOR OTHER PURPOSES

MARCH 10, 2008.—Referred to the House Calendar and ordered to be printed

Mr. OBERSTAR, from the Committee on Transportation and
Infrastructure, submitted the following

R E P O R T

[To accompany H. Res. 936]

The Committee on Transportation and Infrastructure, to whom was referred the resolution (H. Res. 936) honoring the 200th anniversary of the Gallatin Report on Roads and Canals, celebrating the national unity the Gallatin Report engendered, and recognizing the vast contributions that national planning efforts have provided to the United States, having considered the same, report favorably thereon with amendments and recommend that the resolution as amended be agreed to.

The amendments are as follows:

Strike all after the resolving clause and insert the following:

That the House of Representatives—

(1) reaffirms the goals and ideals that formed the impetus for Albert Gallatin's national plan for transportation improvements 200 years ago;

(2) calls on the Federal Government, States, localities, schools, nonprofit organizations, businesses, and the citizens of the United States to mark this important anniversary by recalling the important legacy of public investment in infrastructure, which connects and enhances the economies, communications, and communities of the several States; and

(3) supports the creation of a new national plan for transportation improvements to align the demands for economic development with the resources of the Nation.

Amend the preamble to read as follows:

Whereas President Thomas Jefferson commissioned his Secretary of the Treasury, Albert Gallatin, to provide a new vision for transportation that would unite the young Republic;

Whereas 2008 marks the bicentennial of the national plan, known as the Gallatin Report on Roads and Canals (Gallatin Report), presented by Secretary Gallatin to President Jefferson;

Whereas the Gallatin Report proposed transportation improvements not as ends in themselves but as means to further national unity;

Whereas transportation improvements were part of the promise of the American Revolution, as James Madison, writing in *The Federalist* No. 14, emphasized, "Let it be remarked . . . that the intercourse throughout the Union will be facilitated by new improvements. Roads will everywhere be shortened, and kept

- in better order; accommodations for travelers will be multiplied and meliorated; an interior navigation on our eastern side will be opened throughout, or nearly throughout, the whole extent of the thirteen States”;
- Whereas Madison’s words have served as a worthy reminder of the needs for transportation infrastructure since that time;
- Whereas the Gallatin Report incorporated the improvements to the Postal Service that Benjamin Franklin bequeathed to the Nation, including Franklin’s route surveys, his placement of milestones on principal roads, and his development of shorter transportation routes;
- Whereas the Gallatin Report called for an inland waterway navigation canal from Massachusetts to North Carolina, which was the precursor to the modern day Intercostal Waterway system;
- Whereas the United States, as a result of Gallatin’s legacy, has a record of successful infrastructure developments, including—
- (1) the Erie Canal, which vastly reduced transportation costs to the interior;
 - (2) the transcontinental railway, which united the Nation;
 - (3) transit projects across the Nation, which promote freedom and opportunity;
 - (4) the National Highway System, including the Dwight D. Eisenhower System of Interstate and Defense Highways, which fostered interstate commerce, national unity, and broke down barriers between the States; and
 - (5) the Tennessee Valley Authority, devised by President Franklin Delano Roosevelt as a “corporation clothed with the power of government but possessed of the flexibility and initiative of a private enterprise”, which brought electricity, conservation planning, and opportunity for thousands in the Tennessee Valley and across the Nation;
- Whereas to be regarded as a success, any national planning endeavor must address and reconcile the needs of different regions of the Nation;
- Whereas the genius of the Gallatin Report was its alignment of the hopes of the Nation with the opportunities presented by access to new markets, populations, and territories;
- Whereas the United States currently faces new challenges in financing the transportation infrastructure that is necessary for the future economic needs of the Nation; and
- Whereas if the United States is to succeed in a world of increasing international competition, the United States must have a new national plan for transportation improvements to provide for the Nation’s future: Now, therefore, be it

Amend the title so as to read:

Resolution reaffirming the goals and ideals that formed the impetus for Albert Gallatin’s national plan for transportation improvements 200 years ago, and for other purposes.

PURPOSE OF THE LEGISLATION

H. Res. 936, as amended, honors the 200th anniversary of the Gallatin Report on Roads and Canals (“Gallatin Report”), and celebrates the national unity the Gallatin Report has engendered, recognizes the vast contributions transportation improvements have provided to the United States, and supports the development of a new national plan for transportation developments.

BACKGROUND AND NEED FOR LEGISLATION

President Thomas Jefferson commissioned his Secretary of the Treasury, Albert Gallatin, to provide a new vision for transportation that would unite the young and expanding Republic. This year marks the bicentennial of the report that Secretary Gallatin presented to President Jefferson.

The report proposed transportation improvements as a means to further national unity, which was part of the promise of the American Revolution. Earlier in 1787, James Madison, writing in The Federalist No. 14 in support of the United States Constitution, emphasized, “Let it be remarked . . . that the intercourse throughout the Union will be facilitated by new improvements. Roads will ev-

erywhere be shortened, and kept in better order; accommodations for travelers will be multiplied and meliorated; an interior navigation on our eastern side will be opened throughout, or nearly throughout, the whole extent of the 13 States.” Madison’s words have served as a worthy reminder of the needs for transportation infrastructure since that time.

The genius of the Gallatin Report was its alignment of the hopes of the growing nation with the opportunities presented by access to new markets, populations, and territories. The United States, as a result of Gallatin’s legacy, has a record of successful infrastructure developments, including the Erie Canal, the transcontinental railway, the National Highway System, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, the Intracoastal Waterway System, and transit projects across the nation.

The Gallatin Report highlighted the importance of a strong national infrastructure. This critical factor remains relevant today as we face new challenges in maintaining, improving, and financing transportation infrastructure necessary to meet the evolving needs of our economy and mobility.

SUMMARY OF THE LEGISLATION

H. Res. 936, as amended, honors the 200th anniversary of the Gallatin Report on Roads and Canals, celebrates the national unity that the Gallatin Report has engendered, recognizes the vast contributions transportation improvements have provided to the United States, and supports the development of a new national plan for transportation developments.

LEGISLATIVE HISTORY AND COMMITTEE CONSIDERATION

On January 23, 2008, Representative Earl Blumenauer introduced H. Res. 936. The resolution was referred to the Committee on Transportation and Infrastructure. This resolution has not been introduced in a previous Congress.

On February 28, 2008, the Committee on Transportation and Infrastructure met in open session to consider H. Res. 936. The Committee adopted by voice vote an amendment in the nature of a substitute that made technical changes to the resolution. The Committee ordered H. Res. 936, as amended, reported favorably to the House by voice vote with a quorum present.

RECORD VOTES

Clause 3(b) of rule XIII of the House of Representatives requires each committee report to include the total number of votes cast for and against on each record vote on a motion to report and on any amendment offered to the measure or matter, and the names of those members voting for and against. There were no recorded votes taken in connection with any amendment offered to H. Res. 936 or with ordering the resolution reported. A motion to order H. Res. 936, as amended, reported favorably to the House was agreed to by voice vote with a quorum present.

COMMITTEE OVERSIGHT FINDINGS

With respect to the requirements of clause 3(c)(I) of rule XIII of the Rules of the House of Representatives, the Committee's oversight findings and recommendations are reflected in this report.

COST OF LEGISLATION

With respect to the requirements of clause 3(d)(2) of rule XIII of the Rules of the House of Representatives, H. Res. 936 is a resolution of the House of Representatives and therefore does not have the force of law. As such, there is no cost associated with this resolution for fiscal year 2008, or for any fiscal year thereafter.

COMPLIANCE WITH HOUSE RULE XIII

1. With respect to the requirement of clause 3(c)(2) of rule XIII of the Rules of the House of Representatives, and 308(a) of the Congressional Budget Act of 1974, the Committee advises that the resolution contains no measure that authorizes funding, so no comparison of the total estimated funding level for the relevant programs to the appropriate levels under current law is required.

2. With respect to the requirement of clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the Committee advises that the resolution contains no measure that authorizes funding, so no statement of general performance and objectives for any measure that authorizes funding is required.

3. With respect to the requirement of clause 3(c)(3) of rule XIII of the Rules of the House of Representatives and section 402 of the Congressional Budget Act of 1974, the Committee advises that the resolution contains no measure that authorizes funding. Neither a cost estimate nor comparison for any measure that authorizes funding is required.

COMPLIANCE WITH HOUSE RULE XXI

Pursuant to clause 9 of rule XXI of the Rules of the House of Representatives, H. Res. 936, does not contain any congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9(d), 9(e), or 9(f) of rule XXI of the Rules of the House of Representatives.

CONSTITUTIONAL AUTHORITY STATEMENT

With respect to clause (3)(d)(1) of rule XIII of the Rules of the House of Representatives, H. Res. 936 is a resolution of the House of Representatives and therefore does not have the force of law. As such, clause (3)(d)(1) of rule XIII does not apply.

FEDERAL MANDATES STATEMENT

H. Res. 936 contains no Federal mandates.

PREEMPTION CLARIFICATION

Section 423 of the Congressional Budget Act of 1974 requires the report of any Committee on a bill or joint resolution to include a statement on the extent to which the bill or joint resolution is intended to preempt state, local, or tribal law. The Committee states that H. Res. 936 does not preempt any state, local, or tribal law.

ADVISORY COMMITTEE STATEMENT

No advisory committees within the meaning of section 5(b) of the Federal Advisory Committee Act are created by this resolution.

APPLICABILITY TO THE LEGISLATIVE BRANCH

The Committee finds that the resolution does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the Congressional Accountability Act (Public Law 104-1).

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

H. Res. 936 makes no changes to existing law.

