

gentleman from Michigan having the right to close.

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, one more time let me say that the gentleman from Ohio has made the case for this bill. This bill speaks to research partnerships, including developing-nation participation. There is nothing in this bill that requires any kind of deportation to these developing nations. It provides a way by which they can be part of research that will provide them foods that will probably help with immunizations, extra vitamins, but only after the research is done with the involvement of scientists from the developing countries.

Mr. Speaker, I would urge the passage of the bill. I think that the opponent has misunderstood the bill.

Mr. KUCINICH. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, the fact is that the agriculture and biotechnology industries are driving the research; and as such, they have ignored a tremendous amount of work that has been done by independent scientists that challenges the rationale of the industry itself.

There are serious issues that need to be addressed, that relate to food security as a fundamental human right. The philosopher and human rights activist of India, Vandana Shiva, has said that globalization of agriculture is violating all components of food-related human rights. She says that everywhere across the world, less food is being produced and less diverse food is being grown and less is reaching the poor and hungry. She quotes Senator McGovern as stating: "Food security in private hands is no food security at all," because corporations are in the business of making money, not feeding people.

Vandana Shiva goes on to say, "The centralized and chemical-intensive production and distribution system, linked with the green revolution model, proved itself to be undemocratic, wasteful and non-sustainable. The imperative now is to shift to a democratic food system based on sustainable production, conservation and equitable access to resources and food security for all."

I would submit, Mr. Speaker, that in this bill, which authorizes certain research, if it is in any way connected, as this bill is, with the ag-biotech industry, there is no possibility that the human rights of people around the world are in any way going to be regarded.

Please defeat the bill.

Mr. SMITH of Michigan. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, the tremendous potential of plant genomics is limited only by the creativity of the scientists and this body and Washington allowing them to do the research. This bill will help create the next generation of

plants that will provide consumer benefits, for example, plants that can be engineered to produce compounds, such as enzymes used for food processing; food that provides vaccines and antibodies; compounds used to produce biodegradable plastics; renewable energy production.

In conclusion, Mr. Speaker, I would like to thank the chairman of the Committee on Science, the gentleman from New York (Mr. BOEHLERT), and the ranking majority member, the gentleman from Texas (Mr. HALL), for all of their support in bringing this bill to the floor; and of course, I wish to say a special thanks to the gentlewoman from Texas (Ms. EDDIE BERNICE JOHNSON), the ranking member of our Subcommittee on Research, for all of her input and help. I think together we have crafted a good bill that will make good programs even better.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Michigan (Mr. SMITH) that the House suspend the rules and pass the bill, H.R. 2051, as amended.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.

The title of the bill was amended so as to read: "A bill to authorize the National Science Foundation to establish regional centers for the purpose of plant genome and gene expression research and development and international research partnerships for the advancement of plant biotechnology in the developing world."

A motion to reconsider was laid on the table.

□ 1530

#### RECOGNIZING AMERICAN SOCIETY OF CIVIL ENGINEERS ON ITS 150TH ANNIVERSARY

Mr. BARTON of Texas. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 387) recognizing the American Society of Civil Engineers for reaching its 150th Anniversary and for the many vital contributions of civil engineers to the quality of life of our Nation's people including the research and development projects that have led to the physical infrastructure of modern America.

The Clerk read as follows:

H. CON. RES. 387

Whereas, founded in 1852, the American Society of Civil Engineers is the Nation's oldest national engineering society;

Whereas civil engineers work to constantly improve buildings, water systems, and other civil engineering works through research, demonstration projects, and the technical codes and standards developed by the American Society of Civil Engineers;

Whereas the American Society of Civil Engineers incorporates educational, scientific, and charitable efforts to advance the science of engineering, improve engineering education, maintain the highest standards of ex-

cellence in the practice of civil engineering, and ensure the public health, safety, and welfare;

Whereas the American Society of Civil Engineers represents the profession primarily responsible for the design, construction, and maintenance of the Nation's roads, bridges, airports, railroads, public buildings, mass transit systems, resource recovery systems, water systems, waste disposal and treatment facilities, dams, ports and waterways and other public facilities that are the foundation on which the Nation's economy stands and grows; and

Whereas the Nation's civil engineers, through innovation and the highest professional standards in the practice of civil engineering, protect the public health and safety and ensure the high quality of life enjoyed by the Nation's citizens: Now, therefore, be it

*Resolved by the House of Representatives (the Senate concurring), That the Congress—*

(1) acknowledges the American Society of Civil Engineers for its 150th Anniversary;

(2) commends the many achievements of the Nation's civil engineers; and

(3) encourages the American Society of Civil Engineers to continue its tradition of excellence in service to the profession of civil engineering and to the public.

The SPEAKER pro tempore (Mr. LAHOOD). Pursuant to the rule, the gentleman from Texas (Mr. BARTON) and the gentleman from Kansas (Mr. MOORE) each will control 20 minutes.

The Chair recognizes the gentleman from Texas (Mr. BARTON).

GENERAL LEAVE

Mr. BARTON of Texas. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on House Concurrent Resolution 387.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Texas?

There was no objection.

Mr. BARTON of Texas. Mr. Speaker, I yield myself such time as I may consume.

(Mr. BARTON of Texas asked and was given permission to revise and extend his remarks.)

Mr. BARTON of Texas. Mr. Speaker, first, I want to commend our distinguished chairman, the gentleman from New York (Mr. BOEHLERT), and our distinguished ranking member, the gentleman from Texas (Mr. HALL), for their excellent work on this resolution that was reported on a bipartisan basis from the Committee on Science. I also want to thank the gentleman from Kansas (Mr. MOORE), my good friend, for his excellent work and for serving as an original cosponsor with myself on this bill.

Before I get into my prepared remarks, I want to say a special "get well soon" to young Lindsay Taylor, who is 12 years old down in Round Rock, Texas. She is the President of her National Junior Honor Society. She is a budding civil engineer, although I think she wants to go to the University of Texas instead of Texas A&M, where I went to engineering school. She is home sick today and we need all of our young engineers to get

well quick, so I hope that she does so very soon.

Our first great civil engineer in this country was the man that we now know as the Father of our country, George Washington. George Washington was a surveyor who made his living in between serving as a military commander in the militia, the British forces before the Revolutionary War, surveying and doing engineering work in what is now Virginia and going west, west from Virginia.

In 1852, we founded what is now called the American Society of Civil Engineers. If we had been alive at that point in time, the first great project that civil engineers would have worked on for this Nation would have been the Transcontinental Railroad. Can we imagine, if people came to the gentleman from Kansas (Mr. MOORE) and myself, or the gentleman from New York (Mr. BOEHLERT) and the gentleman from Texas (Mr. HALL) today and said, we want you to build a transcontinental railroad, could we do it? I doubt it. But the civil engineers of that time said, not a problem, and even as the Civil War was going on, they were racing to build what we now call the Transcontinental Railroad, and they hammered in the golden spike in 1869 and bound our great Nation together.

What would we have done if around the turn of the century, President Roosevelt, not Franklin Roosevelt, but Teddy Roosevelt had come and said, I want you to build the Panama Canal to bring together for the first time the Isthmus of Panama, the Atlantic and Pacific Oceans. I do not think many of us could have worked on that project either successfully, but the civil engineers of that era did that. What about during World War II, if President Franklin Roosevelt had come and said, we need to build a great port infrastructure and we need to improve our highways and we need to build great pipelines, could we have done that? I do not think many of us could, but the civil engineers of that time could. What if in the 1950s President Eisenhower had come and said, Congressman Barton, I want you to build an interstate highway system. I do not think many of us could have done that, but the civil engineers of the 1950s did that.

I could go on and on. But as we begin to move into the 21st century, there are still great civil engineering projects to be done, and luckily for us today in the United States, we have over 125,000 members of the American Society for Civil Engineers, registered, professional engineers who have made it their life's work to build a better America.

We tend to think of engineers as kind of nerdy people with pencils behind their ears and slide rules in their pockets. Nothing could be further from the truth. They are people helping people. They are building the projects that bind this great Nation together and, more and more, binding this great world together.

So, Mr. Speaker, I am delighted, along with the gentleman from Kansas (Mr. MOORE), my good friend, to sponsor this resolution honoring the 150th anniversary of the American Society for Professional Engineers, because they have truly helped to build a better America.

Mr. Speaker, I reserve the balance of my time.

Mr. MOORE. Mr. Speaker, I yield myself such time as I may consume.

I thank the gentleman from Texas (Mr. BARTON) for his good work on this bill. I also want to join my colleague from Texas in thanking the gentleman from New York (Mr. BOEHLERT), the chairman of the committee, and the gentleman from Texas (Mr. HALL), the ranking member.

I am very, very pleased to be here today with the gentleman from Texas to honor 150 years of service by the American Society of Civil Engineers to their profession, our country, and the world. ASCE is the oldest of engineering societies and clearly one of the best in the whole world.

Civil engineers literally have built America. One hundred and fifty years ago, there were no skyscrapers. There were wooden bridges and no one would have dreamed of spanning the Chesapeake Bay or the San Francisco Bay. Railroads were just beginning. Roads were at most two lanes and perhaps were even built of planks. Manned flights came over 50 years later.

Now, we have an interstate highway system, an intercontinental railroad system, and a network of local and international airports that are the backbone of United States commerce. Small dams have been replaced, Mr. Speaker, with huge ones that provide large volumes of electricity. Human health has been enhanced by improved sanitation with sanitary landfills, waste water treatment facilities, and distribution systems for clean water.

How much of this would have been possible without the American Society of Civil Engineers? Well, we cannot know for sure, but they certainly deserve much of the credit. ASCE has encouraged generations of bright Americans to enter the profession. It has helped develop educational standards and continuing education opportunities for civil engineers, and it has established a series of institutes and a research foundation to advance the knowledge base of the profession.

ASCE is the largest publisher of civil engineering information in the world, much of which is at the fingertips of the ASCE membership through its website. The American Society of Civil Engineers has even gone international and has formal relationships with professional organizations of civil engineers in almost 50 countries.

The small group of engineers who banded together in 1852 would not recognize today's organization. ASCE now has around 125,000 members, over half of the civil engineers in this country, organized in sections, branches, and student chapters and clubs.

ASCE is not resting on its laurels, though. It is aggressively adding new services for its members. It has ambitious programs for working with the Congress, the government at all levels, and the public at large to place the programs and policies needed to improve our built environment. Priority areas for 2002 include clean water, infrastructure financing, math and science education, natural hazards impact reduction, and smart growth.

I ask my colleagues, Mr. Speaker, to join with me in approving House Concurrent Resolution 387 that congratulates and honors the American Society of Civil Engineers on 150 years of service. This is a spectacular beginning and I will bet we have not seen anything yet.

Mr. Speaker, I yield back the balance of my time.

Mr. BARTON of Texas. Mr. Speaker, I yield myself 2 minutes.

Mr. Speaker, let me say that several years ago the American Society for Civil Engineers made me one of their engineering fellows. It is a distinguished achievement award that they really give to engineers who have made a lifetime in civil engineering and have done outstanding feats. They gave it to me primarily because I am one of the few registered professional engineers in the Congress, but it is one of the high honors that I have received as a Member of the House, and the certificate is on my wall in the entry way to my office, and I am very, very proud of that.

For that and many, many reasons I think this is a resolution that is very worthwhile passing for this body because of the fine work that civil engineers have done for the last 150 years. So I hope that when the time comes to vote, we can pass it with unanimous consent.

Mr. Speaker, I would simply say that this resolution we hope to pass by unanimous consent today and send to the other body and pass it over there so that it actually can be signed by the President and presented to the leadership of the American Society for Civil Engineers sometime this fall when the actual calendar anniversary occurs for the 150th anniversary. It is very, very worth doing, and I hope that we can do it in a very bipartisan fashion.

Mr. BOEHLERT. Mr. Speaker, I want to thank you for the opportunity to join my colleagues in commending the American Society of Civil Engineers (ASCE) for their 150 years of service to our country. I also want to thank the Gentleman from Texas, Mr. BARTON, and the Gentleman from Kansas, Mr. MOORE, for introducing this resolution.

It is difficult to imagine an area of our lives that has not been touched by civil engineers. They ensure that when we turn on the tap, we have clean water to drink. Civil engineers designed the massive transportation systems that make it possible for us to move freely and efficiently across this vast country. Moreover, civil engineers design technologies and practices to help clean up polluted water and to ensure that our natural resources are preserved for future generations.

Americans benefit from the expertise and hard work of engineers everyday, but rarely acknowledge or recognize our debt to them. I am lucky enough, however, to have a different experience with engineers. During my time on the Science Committee and especially as Chairman, I have come to rely on ASCE as a valuable resource. I may not be making headlines here, but we in government do not know everything all the time.

After the tragedy of September 11, we immediately began to look for lessons we could learn from this horrible event. FEMA put together a team, led by ASCE, to investigate the World Trade Center collapse. The team set out to discover exactly why the building collapsed, if the buildings could have stood for longer, and if more lives could have been saved. I cannot even begin to fathom the work this team did, but in eight months they delivered an important report to Congress detailing the sequence of events that led to the buildings' collapse. This work will go a long way toward saving lives. Now, we are working closely with ASCE with legislation that will hopefully make their jobs, on further building investigations, easier.

Mr. Speaker, I am very proud of the work that civil engineers do for our country and I am ever grateful for the service that ASCE provides to this Congress and to me personally. I congratulate ASCE on 150 years and I look forward to many more.

Mr. BARTON of Texas. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. BARTON) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 387.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the concurrent resolution was agreed to.

A motion to reconsider was laid on the table.

## HIGHWAY FUNDING RESTORATION ACT

Mr. YOUNG of Alaska. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3694) to provide for highway infrastructure investment at the guaranteed funding level contained in the Transportation Equity Act for the 21st Century, as amended.

The Clerk read as follows:

H.R. 3694

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

### SECTION 1. SHORT TITLE.

This Act may be cited as the "Highway Funding Restoration Act".

### SEC. 2. FEDERAL-AID HIGHWAY PROGRAM OBLIGATION CEILING.

Section 1102 of the Transportation Equity Act for the 21st Century (23 U.S.C. 104 note; 112 Stat. 115, 113 Stat. 1753) is amended by adding at the end the following:

"(k) RESTORATION OF OBLIGATION LIMITATION FOR FISCAL YEAR 2003.—Notwithstanding any other provision of law, for fiscal year 2003, the obligations for Federal-aid highway and highway safety construction programs that are subject to the obligation limitation set forth in subsection (a)(6)—

"(1) shall be not less than \$27,746,000,000; and

"(2) shall be distributed in accordance with this section.".

### SEC. 3. RESTORATION OF OBLIGATION CEILING.

Notwithstanding any other provision of law, the adjustment made pursuant to section 1102(h) of the Transportation Equity Act for the 21st Century for fiscal year 2003 shall be deemed to be zero.

### SEC. 4. ADJUSTMENTS TO GUARANTEE FUNDING LEVELS.

Notwithstanding any other provision of law, all adjustments made pursuant to section 251(b)(1)(B) of the Balanced Budget and Emergency Deficit Control Act of 1985 to the highway category and to section 8103(a)(5) of the Transportation Equity Act for the 21st Century for fiscal year 2003 shall be deemed to be zero. This section shall apply immediately to all reports issued pursuant to section 254 of the Balanced Budget and Emergency Deficit Control Act of 1985 for fiscal year 2003, including the discretionary sequestration preview report.

### SEC. 5. SENSE OF CONGRESS REGARDING REVENUE ALIGNED BUDGET AUTHORITY.

It is the sense of Congress that the revenue aligned budget authority provision in section 251(b)(1)(B) of the Balanced Budget and Emergency Deficit Control Act of 1985 should be amended in the future to more accurately align highway spending with highway revenues while maintaining predictability and stability in highway funding levels.

### SEC. 6. AUTHORIZATION FOR HIGHWAY PROJECTS.

Notwithstanding any other provision of law, projects and activities designated on pages 82 through 92 of House Report 107-308 shall be eligible for fiscal year 2002 funds made available for the program for which each project or activity is so designated.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Alaska (Mr. YOUNG) and the gentleman from Minnesota (Mr. OBERSTAR) each will control 20 minutes.

The Chair recognizes the gentleman from Alaska (Mr. YOUNG).

Mr. YOUNG of Alaska. Mr. Speaker, I yield myself such time as I may consume.

(Mr. YOUNG of Alaska asked and was given permission to revise and extend his remarks.)

Mr. YOUNG of Alaska. Mr. Speaker, I rise in support of H.R. 3694, the Highway Funding Restoration Act. This bipartisan bill has 316 cosponsors in the House of Representatives and the other body companion measure, S. 1917, is cosponsored by 74 Members of that body.

I want to particularly thank the gentleman from Iowa (Mr. NUSSLE), the chairman of the Committee on the Budget, for his support for the restoration of highway funding. The gentleman from Iowa (Mr. NUSSLE) included in the House budget resolution a provision for the outlay of these funds. I support enforcement of the budget resolution adopted by the House.

Mr. Speaker, I am working with the gentleman from Iowa (Mr. NUSSLE) to address in the future a better method of calculating the Revenue Aligned Budget Authority, which we refer to as RABA. We need to more accurately align highway spending with highway revenues, while maintaining predict-

ability and stability in highway funding levels.

There is a clear and strong consensus that H.R. 3694 is the right approach to restore proposed cuts to Federal-aid highway funding in the fiscal year 2003 budget.

Mr. Speaker, H.R. 3694 restores not less than \$4.4 billion to the Federal-aid highway construction programs for fiscal year 2003, and ensures that these funds will be spent according to the formula established by the Transportation Equity Act for the 21st Century, otherwise called TEA-21.

I am pleased that the leadership of the House has agreed to this expedited process. I am confident that the Senate will also take timely action on the bill before the fiscal year 2003 appropriations cycle is well underway.

Mr. Speaker, this bill is vitally necessary for three reasons. First, State Departments of Transportation cannot absorb the proposed cut of \$8.5 billion below the level of funding received in the fiscal year of 2002, a 27 percent program reduction.

Second, transportation spending keeps people employed. More than 180,000 family-wage jobs are associated with the \$4.4 billion funding restoration in this bill.

Third, cash balances in the Highway Trust Fund, the dedicated revenue source for highway and transit construction, are sufficient to accommodate this funding restoration.

Again, I want to thank the full committee ranking member, the gentleman from Minnesota (Mr. OBERSTAR); the gentleman from Wisconsin (Mr. PETRI), the chairman of the Subcommittee on Highways and Transit; and the gentleman from Pennsylvania (Mr. BORSKI), the subcommittee ranking member, along with the full membership of the Committee on Transportation and Infrastructure, and all of the other 242 Members of the House urging immediate passage of the bill.

Mr. Speaker, again, I cannot stress enough the importance of this bill. It does restore the funding level where it should be to build our highways so that we can keep the 180,000 people employed and, more than that, increase the infrastructure necessities in this country and keep them on the right track.

Mr. Speaker, I reserve the balance of my time.

□ 1545

Mr. OBERSTAR. Mr. Speaker, I yield 3 minutes to the distinguished gentleman from Pennsylvania (Mr. BORSKI), the ranking member of the Subcommittee on Highways and Transit.

(Mr. BORSKI asked and was given permission to revise and extend his remarks.)

Mr. BORSKI. Mr. Speaker, let me first thank the distinguished ranking member of the full committee, the gentleman from Minnesota (Mr. OBERSTAR), for his hard work in this measure. I also want to commend our chairman, the gentleman from Alaska (Mr.