

could get on some train or get on some bus, but they don't exist. They don't exist because unfortunately in some parts of this country we have neglected our mass transit infrastructure, and we have forced people to rely on their vehicles to get themselves around.

I just saw a statistic today that said in Waterbury, Connecticut, in the heart of my district, that one in six people in public housing are spending 66 percent of their income on rent, 66 percent of their income on rent. There is not much left for food. There is not much left for medicine. We know they have to pay more for medicine because less of them have health care. There is certainly not a lot left for transportation costs. This is hitting at the heart of the American middle class, at the heart of the American working class.

In just a second we will show a chart that would suggest that the reason for these increased prices at the pump is certainly not that the oil companies are crying poverty, certainly not because the bottom lines of American oil companies and national oil companies are hurting. It is hard to understand with the record profits, year after year. The last 3 or 4 years, every year, comes new record profits for these oil companies. How on Earth can we continue to see these prices go up?

I just want to say one more thing that was touched on. We have to talk about what national independence means, dependence on oil means for national security as well, over 170,000 barrels of oil from Saudi Arabia in 2006 and other OPEC countries. If you want to talk about why we can't bring a country like Saudi Arabia to the table, have a conversation about why they are creating a society in which their most marginalized members feel that their only resort is to extremism and violence; if you want to find out why we can't hold some of these Middle Eastern countries accountable for the societies that they are creating and the terrorism they are helping fuel, it's because we rely on their oil. It's because in the end we can't make them angry, because if we do, they are going to cut off the food that our cars eat.

Now, energy independence is about lowering gas prices. Antitrust legislation, price-gouging legislation, is about getting to the heart of the problem for middle-class consumers and drivers, the prices at the pump. But ultimately we have to figure out how to walk away from some of these quagmires we are in with countries that provide oil to us. We have got to understand that energy independence is about doing the right thing for middle-class families, to minivan moms.

It is also about doing the right thing for national security. It's also making sure that my future kids and grandkids are going to grow up in a society that's safe. That's why it's a triple whammy. Energy independence is about lowering energy prices, it's about cleaning up our environment, and it's also about

national security. That's why I had to drag Mr. RYAN up to the rostrum to allow me get down here and say my 2 cents on this.

This is what the Democratic majority is going to deliver. It's going to go from a time when we could complain about gas prices and not see much action at all from Congress to a time now where we are still going to complain about it, but we are actually going to have a group of people here in the House and Senate and step up to the plate and do something about it.

Ms. WASSERMAN SCHULTZ. We are wrapping up in a few minutes, but I have got this gas tank replica here, which is pretty ancient-looking. It's actually decrepit itself. I bring it with me to the floor because it is the only explanation that I can find as to why our good friends on the other side of the aisle and this President seem totally unresponsive in trying to address this problem and work with us.

My only explanation is that perhaps they don't pump their own gas, or perhaps the last time they actually filled their own tank, and saw that ticker, and realized how much it cost to fill up a tank is when gas pumps look like this. That's my only explanation, given this is the 30-something Working Group. Maybe it has been since the 1950s that they filled their own tank, unlike the people that we represent, who are trying, struggling to fill their tank every day.

We are going to continue to back up our words with action. I look forward to working with my colleagues in the 30-something Working Group under the leadership of our Speaker, NANCY PELOSI.

Mr. MEEK of Florida. Very good. As we close, I know that we have our Web site that we need to give out. Well, we don't have time, but let me just do this. Mr. MURPHY talked about this.

These are another record year for oil company profits, in 2007, record profits, \$30.2 billion they have been able to achieve, and \$6.5 billion in 2002; and 2007, \$30.2 billion. I think those are pretty good years for oil companies. It seems to happen, and I am not a Member of Congress with a conspiracy theory, but, with the Bush administration and the White House, looked like oil companies have done better than many Americans have done.

As I talk to my friends and those that have F-10 pickup trucks, what have you, it's costing upwards of \$80 just for a small business to run that truck, which is going to end up costing the U.S. taxpayers even more when they go for goods and services. We do have our Web site, and we will give that real quick, and we will close.

Ms. WASSERMAN SCHULTZ. We encourage you, any of the Members, anyone listening, to sign onto our Web site. The charts that we have been describing tonight are up on that Web site. You can reach us, e-mail us, at 30somethingdems@mail.house.gov, and you can also reach our Web site by

signing on to [www.speaker.gov](http://www.speaker.gov) and look for the 30-something link, and you can find all the things that we are working on in the 30-something Working Group.

Mr. MEEK of Florida. Thank you very much. I want to thank you and Mr. RYAN.

Mr. Speaker, I want to thank you for your time here on floor. It's always an honor for us to address the House of Representatives.

#### COMMUNICATION FROM CHAIRMAN OF COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

The SPEAKER pro tempore (Mr. MURPHY of Connecticut) laid before the House the following communication from the chairman of the Committee on Transportation and Infrastructure; which was read and, without objection, referred to the Committee on Appropriations:

HOUSE OF REPRESENTATIVES, COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,

Washington, DC, May 18, 2007.

Hon. NANCY PELOSI,  
Cannon House Office Building,  
Washington, DC.

DEAR SPEAKER PELOSI: I am writing to inform you that the Committee on Transportation and Infrastructure approved thirteen survey resolutions for the U.S. Army Corps of Engineers at a Full Committee Markup on May 2, 2007.

Pursuant to the provisions of 33 U.S.C. § 542, I have enclosed the resolutions for your review.

With all best wishes.

Sincerely,

JAMES L. OBERSTAR,  
Chairman.

RESOLUTION—DOCKET 2768—MOSS LANDING HARBOR-ELKHORN SLOUGH, MONTEREY COUNTY, CALIFORNIA

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the Secretary of the Army review the report of the Chief of Engineers on Moss Landing Harbor, California, published as Senate Document 50, 79th Congress, 1st Session, and other pertinent reports, to determine whether modifications to the recommendations contained therein are advisable at the present time in the interest of navigation and environmental restoration, with emphasis on the health of Elkhorn Slough, and other related purposes.

RESOLUTION—DOCKET 2769—NEW HAVEN HARBOR, CONNECTICUT

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the Secretary of the Army review the report of the Chief of Engineers on the New Haven Harbor, Connecticut, published as House Document 517, 79th Congress, 2nd Session, and other pertinent reports, to determine whether modifications of the recommendations contained therein are advisable at the present time in the interest of navigation, sediment control, environmental preservation and restoration, and other related purposes at New Haven Harbor, Connecticut.

RESOLUTION—DOCKET 2770—MERAMEC RIVER, BRUSH CREEK, PACIFIC, MISSOURI

Resolved by the Committee on Transportation and Infrastructure of the United

States House of Representatives, That the Secretary of the Army review the report of the Chief of Engineers on the Mississippi River between Coon Rapids Dam, Minnesota, and the mouth of the Ohio River published in House Document 669, 76th Congress, 3rd Session, and other pertinent reports, to determine whether modifications to the recommendations contained therein are advisable at the present time, in the interest of flood control, environmental restoration, and related purposes along the Mississippi River and its Tributaries with particular reference to the Meramec River in the vicinity of Pacific, Missouri, including the counties of Franklin, Jefferson, and St. Louis.

RESOLUTION—DOCKET 2771—ST. LOUIS,  
MISSOURI

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the Secretary of the Army review the report of the Chief of Engineers on the Mississippi River between Coon Rapids Dam, Minnesota, and the mouth of the Ohio River published in House Document 669, 76th Congress, 3rd Session, and other pertinent reports, to determine whether modifications to the recommendations contained therein are advisable at the present time, for the purpose of reconstructing the facilities of the St. Louis Flood Protection System, Missouri along the Mississippi River in the city of St. Louis and St. Louis County, Missouri to return the pump stations, gravity drains, pressure sewer emergency closure gateways and other pertinent features to their original degree of protection.

RESOLUTION—DOCKET 2772—ESOPUS AND  
PLATTEKILL WATERSHEDS, GREENE AND ULSTER COUNTIES, NEW YORK

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the Secretary of the Army review the report of the Chief of Engineers on the New York and New Jersey Channels, published as House Document 133, 74th Congress, 1st Session; the New York and New Jersey Harbor Entrance Channels and Anchorage Areas, published as Senate Document 45, 84th Congress, 1st Session; and the New York Harbor, NY Anchorage Channel, published as House Document 18, 71st Congress, 2nd Session, and other pertinent reports, to determine whether modifications to the recommendations contained therein are advisable in the interest of navigation, streambank stabilization, flood damage reduction, floodplain management, water quality, sediment control, environmental preservation and restoration, and other related purposes in Esopus and Plattekill Watersheds, New York.

RESOLUTION—DOCKET 2773—HASHAMOMUCK  
COVE, SOUTHDOLD, NEW YORK

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the Secretary of the Army review the report of the Chief of Engineers on the North Shore of Long Island, Suffolk County, New York, published as House Document 198, 92nd Congress, 2nd Session, and other pertinent reports, to determine whether modifications to the recommendations contained therein are advisable in the interest of navigation, streambank stabilization, flood damage reduction, floodplain management, water quality, sediment control, environmental preservation and restoration, and other related purposes in Hashamomuck Cove and Tributaries, New York.

RESOLUTION—DOCKET 2774—MANHATTAN  
BEACH AND SHEEPSHEAD BAY, CONEY ISLAND, NEW YORK

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the Secretary of the Army review the report of the Chief of Engineers on the Atlantic Coast of New York City from Rockaway Inlet to Norton Point, published in House Document 96-23 and other pertinent reports, to determine whether modifications to the recommendations contained therein are advisable at the present time, in the interest of storm damage reduction, floodplain management environmental preservation and restoration, and other allied purposes at Manhattan Beach and Sheepshead Bay, New York.

RESOLUTION—DOCKET 2775—PECONIC BAY  
WATERSHED, SUFFOLK COUNTY, NEW YORK

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the Secretary of the Army review the report of the Chief of Engineers on the Long Island Intracoastal Waterway from East Rockaway Inlet to Great Peconic Bay, published as House Document 181, 75th Congress, 1st Session, and other pertinent reports, to determine whether modifications to the recommendations contained therein are advisable in the interest of environmental restoration and preservation, streambank stabilization, flood damage reduction, floodplain management, water quality, and other related purposes in the Peconic Bay Watershed, New York.

RESOLUTION—DOCKET 2776—RONDOUT WATER-  
SHED, SULLIVAN AND ULSTER COUNTIES, NEW YORK

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the Secretary of the Army review the report of the Chief of Engineers on the New York and New Jersey Channels, published as House Document 133, 74th Congress, 1st Session; the New York and New Jersey Harbor Entrance Channels and Anchorage Areas, published as Senate Document 45, 84th Congress, 1st Session; and the New York Harbor, NY Anchorage Channel, published as House Document 18, 71st Congress, 2nd Session, and other pertinent reports, to determine whether modifications to the recommendations contained therein are advisable in the interest of navigation, streambank stabilization, flood damage reduction, floodplain management, water quality, sediment control, environmental preservation and restoration, and other related purposes in Rondout Watershed, New York.

RESOLUTION—DOCKET 2777—KEY WEST  
HARBOR, FLORIDA

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the Secretary of the Army review the report of the Chief of Engineers on Key West Harbor, Florida, published in Senate Document 106, 87th Congress, 2nd Session, and other pertinent reports, to determine whether modifications to the recommendations contained therein are advisable with particular reference to widening the navigation project at the present time at Key West Harbor.

RESOLUTION—DOCKET 2778—CHOWAN RIVER  
BASIN, VIRGINIA AND NORTH CAROLINA

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the

Secretary of the Army review the report of the Chief of Engineers on Chowan River, North Carolina, and Blackwater River, Virginia, published as House Document 101, 76th Congress, 1st Session, and other pertinent reports, to determine whether modifications to the recommendations contained therein are advisable at the present time with particular references toward flood damage reduction, environmental restoration, navigation, erosion control, and associated water resources issues in the Chowan River basin, Virginia and North Carolina.

RESOLUTION—DOCKET 2779—WESTCHESTER  
COUNTY STREAMS, WESTCHESTER COUNTY,  
NEW YORK

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the Secretary of the Army review the report of the Chief of Engineers on the Streams in Westchester County, New York, and the Mamaroneck and Sheldrake Rivers Basin and Byram River Basin, New York and Connecticut published as House Document 98-112, and other pertinent reports on the Hutchinson, Mamaroneck and Sheldrake Rivers to determine whether modifications to the recommendations contained therein are advisable at the present time in the interest of water resources development, including flood damage reduction, storm damage reduction, environmental restoration, navigation, watershed management, water supply, and other allied purposes.

RESOLUTION—DOCKET 2780—ROARING FORK  
RIVER, BASALT, COLORADO

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, in accordance with the Flood Control Act of 1938, That the Secretary of the Army study the feasibility of and alternatives for Roaring Fork River, in the vicinity of the Town of Basalt, Eagle and Pitkin Counties, Colorado, to determine whether modifications to the recommendations contained therein are advisable at the present time in the interest of flood damage reduction, environmental restoration, recreational, and other related purposes along the Roaring Fork River, Colorado.

There was no objection.

REPUBLICAN STUDY COMMITTEE

The SPEAKER pro tempore. Under the Speaker's announced policy of January 18, 2007, the gentleman from Texas (Mr. NEUGEBAUER) is recognized for 60 minutes as the designee of the minority leader.

Mr. NEUGEBAUER. Mr. Speaker, I was listening with interest this evening about all of the things that are going, supposedly, not well in Iraq. So I hope to spend the next hour with some of my colleagues talking about the things that are going well. I thought it was interesting as the other side was talking about how they support our troops, and are thankful for the wonderful job they are doing, yet they have made them wait 107 days for much-needed resources to do the job that we have asked them to do.

We are going to talk about that later on this evening, of all of the things that our young men and women have