

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Ms. MATSUI) that the House suspend the rules and pass the bill, H.R. 5492.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

**HONORING 200TH ANNIVERSARY OF GALLATIN REPORT ON ROADS AND CANALS, AND RECOGNIZING THE VAST CONTRIBUTIONS NATIONAL PLANNING EFFORTS HAVE PROVIDED**

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and agree to 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, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

**H. RES. 936**

*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 inter-*

*state 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*

*Resolved, 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.*

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from Tennessee (Mr. DUNCAN) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon.

**GENERAL LEAVE**

Mr. DEFAZIO. 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 H. Res. 936.

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

There was no objection.

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

Mr. Speaker, I rise in strong support of this resolution reaffirming our national commitment to our national transportation infrastructure. Two hundred years ago, a farsighted President, Thomas Jefferson, commissioned Secretary Gallatin to provide a report and a vision for transportation in America, to knit together the then-young Nation and to better facilitate the movement of its people, its goods, its commerce and people, and to better compete in the international economy.

For 200 years, or nearly 200 years, that vision has been maintained and has been the prevailing view here in Washington, DC.

Unfortunately, we now have an occupant of the White House and a Sec-

retary of Transportation who do not share that vision. A recent report detailing the extraordinary state of disrepair into which our transportation infrastructure has fallen from a commission created by this Congress in the SAFETEA-LU legislation pointed to the need for a massive increase in investment at all levels, Federal, State and local, because in order just to maintain the existing infrastructure, we would have to spend more than we are spending today. We are not even treading water. We are not even maintaining a deteriorating infrastructure; we are deteriorating towards Third World status. While our competitors around the world are leaping ahead with major investments in transit and roads, bridges and highways, and with major investments in ports and waterways, we are falling behind.

In response to that, unfortunately, the Secretary of Transportation joined with a minority in dissenting from the report and essentially proposed that we phase out any Federal role or investment in our national transportation infrastructure.

I can think of nothing more wrong-headed, shortsighted, or more destructive for the future of our country than to pull back from these extraordinary needs. So that's why I think it is so important that we look back, we look back over 200 years of history, we look back to the Gallatin Report, we look back to the successes that have followed upon that vision that we have been building upon for 200 years, and we set a course for the next 200 years so that we can again boast of having the state-of-the-art, most efficient, most energy-efficient transportation network in the world, which is far from the condition in which we find ourselves today.

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

Mr. DUNCAN. Mr. Speaker, I have agreed to reserve my time so the Speaker may be yielded to.

Mr. DEFAZIO. Mr. Speaker, I thank the gentleman, and I yield 1 minute to the gentleman from California (Ms. PELOSI).

Ms. PELOSI. Mr. Speaker, I thank both gentlemen for yielding and for their support of this important resolution. I thank Mr. DUNCAN for his leadership and for supporting this resolution. Mr. DEFAZIO, of course, has been a champion on these issues for a long time. And in terms of building the infrastructure of America, Mr. BLUMENAUER has, through his relentless advocacy for building America's infrastructure in an environmentally sound way, has added to the vision of how we want to do this.

I learned about the Gallatin Report, which you talked about, Mr. DEFAZIO, from Mr. BLUMENAUER. Imagine 200 years ago, around the time of the Lewis and Clark expeditions and the Louisiana Purchase, a great President

realized that for commerce to flow and for people to move and our country to flourish, we needed to build the infrastructure of our country; and Mr. DEFAZIO described the immensity of that project by Albert Gallatin, the Secretary of the Treasury.

Secretary Gallatin said at the time his vision of roads and canals to unite our young Nation could not be left to individual exertion. Contrary to popular thinking at the time, Gallatin had the great foresight to see the long-term benefits of infrastructure investments far outweighed the cost. And because of that, public capital, not just private resources, were necessary.

From the beginning of our country, our Founders and the leaders of our country were entrepreneurs. They were risk-takers. They believed in public-private partnerships, and that is what this was.

At the beginning of the 19th century, it is important I think to note, there were barely 1,000 miles of canals in America. Sixty years later, in part because of the vision of Albert Gallatin, more than 4,200 miles of canals, ranging west to Illinois, north to Michigan, and south to Texas, facilitated trade and mobility across our country.

The Erie Canal, the transcontinental railway, and America's model of planning and investment stand today as legacies of Albert Gallatin's vision. A statue of Albert Gallatin stands today at the entrance to the Treasury Department building in recognition of his many accomplishments.

It is in the tradition of Albert Gallatin that 100 years later, again my teacher and mentor on the history of this vision for America, Mr. BLUMENAUER, informs me that Theodore Roosevelt launched a similar commitment by convening a White House conference on conservation to preserve America's natural beauty. That led to the creation of the National Park Service and helped a growing America remain a great America and continue on to be an even greater America.

In 2008, 100 years later, 200 years after Thomas Jefferson and Secretary Gallatin, 100 years after Theodore Roosevelt, in keeping with the tradition of visionary leaders like them, we are prepared to invest in America's strength. We again must invest in our infrastructure to do so.

Today that means green solutions such as mass transit and modern solutions such as expanding broadband across America.

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Whether we're talking about roads or bridges or mass transit, whether we're talking about canals and waterways, sewage and water facilities, whether we're talking about broadband or we're talking about the grid to transmit electricity, whether it be talking about schools, an investment in infrastructure that serves the needs of our children and their education, all of this infrastructure needs a major, major infu-

sion of capital, and we want to do that in a fiscally sound way.

Just as they did 200 years ago, these infrastructure investments offer our Nation job-creating opportunities to invigorate, reinvigorate America's economies. Anything we're talking about in terms of infrastructure means good-paying jobs right here at home in America. It's not only about creating those jobs; it's about growing our economy.

Today, because of the leadership of Mr. OBERSTAR, the distinguished Chair of the committee, Mr. DEFAZIO, who opened the debate here, Mr. DUNCAN, thank you as well, and the leadership of Congressman EARL BLUMENAUER, Congress has the opportunity to honor the genius of the Gallatin plan, as the resolution says, establishing a more perfect Union.

Mr. Speaker, I rise in recognition of Secretary Albert Gallatin who, with his plan, encouraged the prosperity and the national unity of America.

Mr. DUNCAN. Mr. Speaker, I yield myself such time as I may consume. And I appreciate the remarks of our distinguished Speaker, and also Chairman DEFAZIO. And I would like to also add my voice to support for this House Resolution 936. This resolution was introduced by Representative BLUMENAUER and cosponsored by Chairman OBERSTAR, Highways and Transit Subcommittee Chairman DEFAZIO, the subcommittee of which I have the privilege of being the ranking member, and Representative PETRI, to honor the 200th anniversary of the Gallatin report on roads and canals, a first-of-its-kind assessment for Federal interests and investment in our Nation's transportation infrastructure.

In 1808, when he presented the report, Secretary of the Treasury Albert Gallatin urged the Federal Government to focus on three basic concepts.

The first concept was that it is appropriate for the Federal Government to finance transportation projects that transcend local needs. Second, only projects that yield a return on investment should be constructed. Third, a nationwide system of transportation is essential in the interest of national defense.

All of these concepts that Gallatin proposed 200 years ago are relevant to the challenges that our Nation faces today and in the future.

I also appreciate that the resolution has incorporated the need for a new national transportation plan. Ranking Member MICA has, for some time, advocated for a new national transportation plan that provides a long-term strategic approach to funding our Nation's transportation infrastructure system so that we can continue to be competitive in a worldwide economy.

I believe that Secretary Gallatin would have supported this type of vision for the future of our transportation system, and I certainly hope that my colleagues will as well.

I have said many times, Mr. Speaker, that the people in Tennessee use the

roads in Ohio and California, and people in New York and Michigan use the roads in Tennessee. There is very much a significant and legitimate national interest in our transportation system in this country.

Also, I appreciated the Speaker's remarks about the need to invest in and improve our Nation's infrastructure. I heard someone say about the last stimulus package that what we were really doing was borrowing money from China so that the people could go out and buy Chinese products. If we spend money on our infrastructure, we will be spending that money here and the money will be going to American workers to do these projects. And many of them are very, very necessary.

Mr. Speaker, I think this resolution is very appropriate, and I urge my colleagues to support this.

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

Mr. DEFAZIO. Mr. Speaker, I yield 5 minutes to the gentleman from Oregon (Mr. BLUMENAUER).

Mr. BLUMENAUER. Mr. Speaker, I appreciate the gentleman's courtesy, and I appreciate the leadership from my friend from Oregon on this legislation; likewise, my friend and colleague from Tennessee, with whom I'd served on the Transportation and Infrastructure Committee so many years. They have adequately, I think, framed what we have here. This is not merely the commemoration of some obscure historical event. As was mentioned by the Speaker, this is the framework upon which America was built for over 200 years; the vision of President Jefferson and Albert Gallatin, the work of President Roosevelt, having a framework for taking a ragtag group of 13 colonies and making it into a transcontinental powerhouse. This farsighted leadership and Federal action helped make America what it is today.

But right now, on Capitol Hill today, there are literally thousands of people who are here urging that we deal with the infrastructure crisis in this country, people dealing with mass transit, firefighters, engineers. There are thousands of people who are concerned, right now, that it is time for us to take this resolution as a clarion call for a wake up.

The American Society of Civil Engineers has rated our infrastructure at D minus. We are being outcompeted internationally by the European Union and the Chinese.

This is history that is worth reviewing; how we built the partnerships that created the infrastructure, how we were able to tie communities together, to be able to enhance new technologies. When it was time for the transcontinental railroad, the framework was in place.

It is time for us to have a clear-eyed assessment of what the infrastructure needs are of today. My colleague, Mr. DEFAZIO, talked a little bit about this in his statement because, frankly, we've got the evidence at hand of what

the condition is. We know that there is time for us to move forward with a new plan for this century. It is time to build the constituency and the public awareness going from the Sierra Club to the Garden Club, the AFL-CIO to the Chamber of Commerce, the bicyclists and the truckers.

In 314 days, we start a new era here on Capitol Hill. There are people out and about who are starting work on this, the America 2050 program, a non-partisan assessment under the leadership of the RPA, headquartered in New York, to other assemblage of professional and academic and business.

I hope this resolution helps focus the attention of people on this Chamber for what we all need to do to help our colleagues on the Transportation and Infrastructure Committee to move forward with an assessment of our needs now, a plan for this century, so that all of our communities can be more livable and our families safer, healthier, and more economically secure.

Mr. DUNCAN. Mr. Speaker, I have no other speakers, and once again I urge support for this resolution.

I will say this: We have had many, many hearings in the Transportation and Infrastructure Committee about the need to greatly improve our infrastructure in this country. We attempted, in the last highway bill, to put in some environmental streamlining. These projects are taking about three times as long and costing about three times as much because of environmental rules and regulations and red tape. We have got to speed up these infrastructure projects. The other developed nations are doing these projects in a third or half the time that we are, and that's going to really harm this country in the future if we don't speed these projects up.

Also, if we don't have more domestic energy production, we're going to make ourselves much more vulnerable to foreign energy producers, but we're not going to be able to afford the infrastructure projects that we really need to do in this country. So those are two thoughts that we need to take into consideration when we consider a resolution like this.

But I commend my colleagues, Chairman DEFAZIO and Mr. BLUMENAUER and Mr. PETRI, for this resolution, and I urge its support.

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

Mr. DEFAZIO. Mr. Speaker, I yield myself the balance of the time.

It's already been referenced earlier by the Speaker, and by Mr. BLUMENAUER, that one thing we could do for the ailing American economy to put people back to work, quite quickly this year, this construction year, would be investment in our infrastructure. These would be American jobs with American products. They can't be exported. The benefits are here at home. It will make our country more competitive in the international marketplace. They help businesses with

just-in-time delivery. You're now seeing trucks detoured by 100, 200 miles because of failing and weight-limited bridges. There's a tremendous amount of work that needs to be done.

It would also make us more energy efficient by helping to obviate some of the congestion that we're currently suffering from, the detours that I already mentioned.

If we set a goal, for instance, of looking at our largest cities, having 10 percent of people take transit to work, we could save 40 percent from the oil that we currently import from the Middle East. That would be tremendous for national security, our balance of trade, and great for the American people and good for the environment.

Now, some might say that's too ambitious. Well, I just came back, or I took the committee on a trip to Europe. In London, more than 85 percent of the people ride transit to work. And in Barcelona, they're investing more money in one addition to their subway system, which is at capacity right now, than we're investing in all transit in the entire continent of the United States of America.

We are not pushing the margins here in terms of our investment. We can do better and we can learn from the past and, at the same time, look to a more transportation efficient future by observing this commemoration of Gallatin and beginning to construct our own version of a Gallatin report as we move to the reauthorization of the surface transportation and transit legislation in 2009.

Mr. OBERSTAR. Mr. Speaker, I rise in strong support of H. Res. 936, which honors the 200th anniversary of the Gallatin Report on Roads and Canals, celebrates the national unity the Gallatin Report engendered, and recognizes the vast contributions that transportation improvements have provided to the United States.

With the acquisition of vast land area under the Louisiana Purchase in 1803, and with the persistent westward migration of early settlers, the United States in the early 19th century was a young and rapidly expanding Republic. To President Thomas Jefferson, the architect of the Louisiana Purchase, uniting the United States and its people was of paramount importance.

President Jefferson directed his Secretary of the Treasury, Albert Gallatin, to develop a national plan for transportation improvements to unite the country. Secretary Gallatin presented his report—the Gallatin Report on Roads and Canals, Gallatin Report—in 1808.

Mr. Speaker, Gallatin's national plan matched the Nation's hopes with the opportunities presented by a growing population, expanding territories, and widening markets. It recommended, for example, an inland waterway navigation canal from Massachusetts to North Carolina, which was the precursor to our present Intracoastal Waterway system.

As a result of Gallatin's national plan, the United States has achieved a number of important and significant transportation infrastructure improvements, including:

The Erie Canal that connected the east coast with the Great Lakes to reduce transportation costs to the interior of the country;

The transcontinental railway that linked the east and west coasts and united the country at a time of national discord;

The Tennessee Valley Authority that brought electric power, economic development, and employment opportunity to a region in need;

The National Highway System, including the Interstate System, that fostered transportation connectivity, promoted interstate commerce, and advanced national unity; and

Transit projects throughout the country that provided accessibility and choice.

This year marks the 200th anniversary of the Gallatin Report on Roads and Canals. H. Res. 936 honors the Gallatin Report and celebrates the national unity the Gallatin Report has engendered.

This resolution reaffirms the goals and ideals that prompted the development of the Gallatin Report 200 years ago. It commemorates the legacy of Gallatin's national plan for transportation improvements and the public investment in infrastructure the Gallatin Report helped bring forth.

Our Nation's surface transportation system is at a crossroads. As we continue the discussion of the future of the system, it is important to recognize the bold vision provided by Secretary Gallatin in his report.

The Gallatin Report should serve as a lasting reminder to this and future Congresses of the need for vision and leadership at the national level.

Mr. Speaker, I strongly support H. Res. 936 and urge my colleagues to join me in agreeing to the resolution.

Mr. DEFAZIO. 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 Oregon (Mr. DEFAZIO) that the House suspend the rules and agree to the resolution, H. Res. 936, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. BLUMENAUER. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

#### ELECTING MINORITY MEMBERS TO CERTAIN STANDING COMMITTEES OF THE HOUSE OF REPRESENTATIVES

Mr. PUTNAM. Mr. Speaker, by direction of the House Republican Conference, I send to the desk a privileged resolution and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 1034

*Resolved*, That the following named Members be, and are hereby, elected to the following standing committees of the House of Representatives:

COMMITTEE ON ARMED SERVICES: Mr. Wittman of Virginia.

COMMITTEE ON HOMELAND SECURITY: Mrs. Miller of Michigan.