

On average, a flight attendant is scheduled for 960 in-flight hours each year, and according to FAA regulations, pilots are prohibited from flying more than 1,000 hours a year.

The legislative history is clear that airline attendants and pilots were meant to be covered when Congress enacted the original legislation in 1993.

The Airline Flight Crew Technical Corrections Act clarifies that flight attendants and pilots are entitled the benefits afforded by the Family and Medical Leave Act.

The legislation provides that airline attendants, pilots and reserve personnel meet the hours of service requirement in the Family and Medical Leave Act if they work or are paid 60 percent of the airline's monthly work schedule and if they work or are paid for at least 504 hours.

This number represents about 60 percent of the monthly work schedule of a typical airline.

Hard working flight attendants and pilots should be able to take needed family and medical leave, and they deserve the protection of the law in securing their jobs when they return from tending to their personal and family medical needs.

I would like to thank Congressman TIMOTHY BISHOP for introducing this important piece of legislation. I also thank the ranking member of the Education and Labor Committee, Mr. McKEON, for working with us to help craft a true bipartisan bill.

Mr. BISHOP of New York. 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 New York (Mr. BISHOP) that the House suspend the rules and pass the bill, H.R. 2744, 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. BISHOP of New York. 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.

NATIONAL PUBLIC WORKS WEEK

Ms. HIRONO. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 1137) supporting the goals and ideals of National Public Works Week, and for other purposes.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 1137

Whereas public works infrastructure, facilities, and services have far-reaching effects on the United States economy and the Nation's competitiveness in the world marketplace;

Whereas public works infrastructure, facilities, and services play a pivotal role in the health, safety, and quality of life of communities throughout the United States;

Whereas public works infrastructure, facilities, and services could not be provided without the skill and dedication of public works professionals, including engineers and

administrators, representing State and local governments throughout the United States;

Whereas public works professionals design, build, operate, maintain, and protect the transportation systems, water supply infrastructure, sewage and refuse disposal systems, public buildings, and other structures and facilities that are vital to the citizens, communities, and commerce of the United States;

Whereas the Corps of Engineers, in partnership with public port authorities, provides navigational improvements that link United States producers and customers with national and international markets;

Whereas the public waterways, including locks and dams constructed, operated, and maintained by the Corps of Engineers, provide a safe, energy efficient, and cost effective means of transporting goods and services;

Whereas the Corps of Engineers, in partnership with local public entities, provides levees, reservoirs, and other structural and nonstructural flood damage reduction measures that protect millions of families, homes, and businesses;

Whereas highway investment by all levels of government supported a total of 2,140,000 jobs in 2007;

Whereas every \$1 invested in public transportation generates as much as \$6 in economic returns to the Nation's economy;

Whereas the capital asset program of the General Services Administration is authorized annually to provide Federal employees with necessary office space, courts of law, and other special purpose facilities;

Whereas since 1972 the Nation has invested more than \$250,000,000,000 in wastewater infrastructure facilities to establish a system that includes 16,000 publicly owned wastewater treatment plants, 100,000 major pumping stations, 600,000 miles of sanitary sewers, and 200,000 miles of storm sewers;

Whereas the Pipelines and Hazardous Materials Safety Administration is charged with the safe and secure movement of almost 1,000,000 daily shipments of hazardous materials by all modes of transportation and oversees the safety and security of 2,300,000 miles of gas and hazardous liquid pipelines, which account for 64 percent of the energy commodities consumed in the United States;

Whereas the National Railroad Passenger Corporation annually provides more than 25,000,000 people with intercity rail service;

Whereas 8 airfield projects are under construction, including 3 new runways, 2 airfield reconfigurations, 1 runway extension, 1 end around taxiway, and 1 center taxiway, providing some of the busiest airports in the Nation with the potential to accommodate more than 400,000 additional annual operations and improve airport safety and efficiency while decreasing the average delay per operation at these airports by almost 2 minutes;

Whereas in the report of the Department of Transportation entitled "2006 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance", the Department confirms that investment in the Nation's highway, bridge, and transit infrastructure has not kept up with growing demands on the system;

Whereas the National Surface Transportation Policy and Revenue Study Commission report estimates that the United States needs to invest up to \$340,000,000,000 annually for the next 50 years to upgrade the Nation's existing transportation network to a good state of repair and to build the more advanced facilities the Nation will require to remain competitive; and

Whereas public works professionals are observing National Public Works Week from May 18 through 24, 2008: Now, therefore, be it

Resolved, That the House of Representatives—

(1) supports the goals and ideals of National Public Works Week;

(2) recognizes and celebrates the important contributions that public works professionals make every day to improve the public infrastructure of the United States and the communities that those professionals serve; and

(3) urges citizens and communities throughout the United States to join with representatives of the Federal Government in activities and ceremonies that are designed to pay tribute to the public works professionals of the Nation and to recognize the substantial contributions that public works professionals make to the Nation.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Hawaii (Ms. HIRONO) and the gentleman from Wisconsin (Mr. PETRI) each will control 20 minutes.

The Chair recognizes the gentlewoman from Hawaii.

GENERAL LEAVE

Ms. HIRONO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous materials on H. Res. 1137.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Hawaii?

There was no objection.

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

Mr. Speaker, I rise in support of House Resolution 1137, supporting the goals and ideals of National Public Works Week. I thank the gentleman from Minnesota, JIM OBERSTAR, Chair of the Transportation and Infrastructure Committee, for bringing this measure to the floor and for his strong advocacy in support of our Nation's infrastructure needs.

This week, we honor and recognize the oftentimes unsung heroes of this Nation's public health and economic livelihood, the public works professionals who keep our country running smoothly. The infrastructure facilities and services that these professionals design, maintain and repair are critical to addressing our country's vast needs. Without our rail systems, our airports, our pipelines, our water treatment plants and other such services, our country would be unable to function.

Instituted as a public education campaign in 1960, every third week in May recognizes the quiet dedication of the workers who continue to build and maintain our country's transportation and infrastructure each year. For the hard work that these workers put in to improve each citizen's life on a daily basis, it is only fitting that we designate one week a year to celebrate their efforts. In the past, Presidents Dwight Eisenhower and Lyndon Johnson have sent letters of acknowledgment to this event, and a Presidential Proclamation was signed by President John F. Kennedy in 1962.

While we will continue to formally appreciate this week, I believe it would

also be fitting for us to show our appreciation through our actions. Last August, the House of Representatives passed the Water Resources Development Act of 2007, WRDA, by a vote of 381–40. This past November, this body overrode a presidential veto for WRDA 2007 by a vote of 361–54. The vote showed an ever-present need to continue to invest and improve in our country's vast network of infrastructure. We must continue to remind our President that these projects need funding, and that ignoring our Nation's needs will only cause our current problems to grow and our infrastructure to deteriorate.

I support our public works professionals, our transportation and infrastructure systems and National Public Works Week. I urge my colleagues to join me in supporting this resolution.

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

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

Mr. Speaker, I join in support of the resolution before us. It is appropriate and important that we honor the hard-working men and women who make our infrastructure the envy of the world. Investment in the Nation's highway, bridge and transit infrastructure has not kept up with growing demands on the system. Our Department of Transportation found that to maintain highway bridge and transit networks, governments at all levels would need to invest nearly \$95 billion per year for each of the next 20 years, and to improve highway, bridge and transit networks, that level of investment would need to increase to nearly \$154 billion per year.

Recently, the National Surface Transportation Policy and Revenue Study Commission, a bipartisan commission made up of representatives from various transportation sectors appointed by leadership in both parties and from the executive branch, reported to the Congress that the United States needs to invest up to \$340 billion annually for the next 50 years to upgrade the Nation's existing transportation network to a good state of repair and to build the more advanced facilities that our people will require to remain competitive with other emerging economic powers around the world.

We have neglected this work for a generation, and it will come back to haunt our children and our grandchildren, unless we begin the necessary investment and the necessary work, not just to provide the jobs, which is obviously important, but to provide the efficient undergirding of our economy, which will enable us to maintain our standard of living, improve it, and maintain our competitiveness as an international power.

Our committee, the Transportation and Infrastructure Committee, has jurisdiction over our water transportation system, and that consists of 926 coastal and inland harbors maintained by the Corps of Engineers and some 25,000 miles of inland and coastal com-

mercial waterways. If we don't keep our harbors and waterways operating efficiently, we obviously threaten our economic prosperity. To meet these needs, as well as the need for flood protection and environmental restoration, passing a Water Resources Development Act for 2008 is high on our committee's agenda.

According to separate studies conducted by the Congressional Budget Office, EPA and municipal groups, the current rate of capital investment will not keep our waterway treatment systems operational. State and local governments are spending nearly \$10 billion a year in capital investments and waste water infrastructure, and most of this funding comes from local ratepayers.

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However, to meet the needs of communities all over our country, we should be doubling that spending. We can't continue to take our modern wastewater treatment facilities for granted. Not only are they critical to protect our health and environment, they are important to protect our economy as well.

Public infrastructure plays an important role in enhancing our quality of life, improving our environment, and contributing to our economic prosperity. These systems, and the professionals, engineers, and administrators who maintain them, are sometimes taken for granted. So it is important that Congress recognize the contribution they make to ensure that America remains the world's premier economic power, and passage of this resolution will do that. I urge all Members to support House Resolution 1137.

I yield back the balance of my time.

Ms. HIRONO. In closing, Mr. Speaker, I would like to thank the gentleman for his acknowledgement of the importance of maintaining our infrastructure, rail, water, air, and highways.

Mr. OBERSTAR. Mr. Speaker, I rise in strong support of House Resolution 1137. This resolution acknowledges and celebrates Public Works Week, which this year is celebrated the week of May 18 through May 24.

We celebrate National Public Works Week for a full week each year during the month of May. This week honors the many public works professionals—those individuals who design, build, operate, maintain, and protect transportation systems, water supply infrastructure, sewage and refuse disposal systems, public buildings, and other structures and facilities that are vital to our Nation. H. Res. 1137 pays tribute to these professionals.

Public works do exactly that—they allow our public to work, and they keep our country safe. Our industries and communities rely on railroads, highways, airports, and public transit to travel, and our government conducts business in public works buildings across this Nation.

Towns and cities around the country are serviced by necessary systems for sewage and waste disposal, as well as water supply for our homes, businesses, and crops. Pipelines safely transport natural gas and haz-

ardous liquids over millions of miles throughout the country.

It is appropriate to designate a week to recognize these entities and those who work for them and the public good. Public works are often not recognized until problems are encountered. As public works professionals work daily to coordinate, design, and maintain our public works, we must also work to fund our country's infrastructure needs, which are so critical to our Nation's economy and its citizens.

Last November, this Congress overrode a veto of the Water Resources Development Act ("WRDA") of 2007 by an overwhelming margin (361–54), showcasing the desires of the American people for renewed investment in our infrastructure. In contrast to this action, President Bush failed to include any projects authorized by WRDA in the fiscal year 2009 budget.

The House of Representatives has passed three additional water infrastructure bills: H.R. 569, the Water Quality Investment Act of 2007; H.R. 700, the Healthy Communities Water Supply Act of 2007; and H.R. 720, the Water Quality Financing Act of 2007. I urge my colleagues in the Senate to promptly take action on similar legislation.

On August 1, 2007, on the same evening that the House passed the WRDA Conference Report, the I-35W Mississippi River bridge collapsed during rush hour traffic in my home State of Minnesota. Of the 597,340 U.S. highway bridges, 73,784 are structurally deficient and 80,317 are functionally obsolete. This tragic event further highlighted the public works investment needs that our Nation faces.

Last week, the leadership of this committee introduced a bill to revitalize the Amtrak intercity passenger rail system.

I continue to vigorously support our country's public works, and I urge my colleagues to join me in agreeing to this resolution.

Ms. HIRONO. I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Hawaii (Ms. HIRONO) that the House suspend the rules and agree to the resolution, H. Res. 1137.

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. PETRI. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

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.

The point of no quorum is considered withdrawn.

AUTHORIZING THE USE OF THE CAPITOL GROUNDS FOR THE DISTRICT OF COLUMBIA SPECIAL OLYMPICS LAW ENFORCEMENT TORCH RUN

Ms. HIRONO. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 309) authorizing the use of the Capitol