

Sires	Terry	Wasserman
Skelton	Thompson (CA)	Schultz
Smith (NE)	Thompson (MS)	Waters
Smith (NJ)	Thompson (PA)	Watson
Smith (TX)	Thornberry	Watt
Smith (WA)	Tiberi	Waxman
Snyder	Tierney	Weiner
Souder	Titus	Welch
Space	Tonko	Westmoreland
Speier	Towns	Whitfield
Spratt	Tsongas	Wilson (OH)
Stark	Turner	Wilson (SC)
Stearns	Upton	Wittman
Stupak	Van Hollen	Wolf
Sullivan	Velázquez	Woolsey
Sutton	Visclosky	Wu
Tanner	Walden	Yarmuth
Taylor	Walz	Young (AK)
Teague		Young (FL)

NOT VOTING—13

Davis (AL)	Frank (MA)	Slaughter
Davis (TN)	Hoekstra	Tiahrt
Ellison	Kennedy	Wamp
Fattah	Kilpatrick (MI)	
Fortenberry	Miller (FL)	

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). Two minutes remaining in the vote.

□ 1450

So (two-thirds being in the affirmative) the rules were suspended and the joint resolution was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

NATIONAL DISTRACTED DRIVING AWARENESS MONTH

Ms. MARKEY of Colorado. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 1186) expressing support for designation of April as National Distracted Driving Awareness Month.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 1186

Whereas 9-year-old Erica Forney of Fort Collins, Colorado, was struck and killed by a distracted driver in 2008;

Whereas there were more than 276,000,000 wireless cell phone subscribers in the United States as of June 2009, an increase of 42 percent from 194,000,000 in June 2005, and nearly 3 times more than the 97,000,000 wireless subscribers in June 2000;

Whereas over 600,000,000 text messages were sent in 2008, nearly 4 times the number sent in 2006;

Whereas according to the recent National Motor Vehicle Crash Causation Survey, 80 percent of all traffic incidents and 65 percent of all near-crashes involve some type of distraction;

Whereas according to data from the Fatality Analysis Reporting System (FARS), driver distraction was reported to have been involved in 16 percent of all fatal crashes in 2008, which is an increase from 12 percent in 2004;

Whereas the Secretary of Transportation held a Distracted Driving Summit in September 2009; and

Whereas April would be an appropriate month to designate as National Distracted Driving Awareness Month: Now, therefore, be it

Resolved, That the House of Representatives—

(1) supports the designation of Distracted Driving Awareness Month;

(2) encourages all people in the United States to consider the lives of others on the road and avoid distracted driving; and

(3) respectfully requests the Clerk of the House to transmit a copy of this resolution to FocusDriven, an advocacy group for victims of motor vehicle crashes involving drivers using cell phones.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Colorado (Ms. MARKEY) and the gentleman from Tennessee (Mr. DUNCAN) each will control 20 minutes.

The Chair recognizes the gentlewoman from Colorado.

GENERAL LEAVE

Ms. MARKEY of Colorado. 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 material on House Resolution 1186.

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

There was no objection.

Ms. MARKEY of Colorado. Mr. Speaker, I yield myself such time as I consume.

Mr. Speaker, I rise today to raise awareness about a deadly trend in our Nation, distracted driving. Eighty percent of all crashes involve some sort of distraction, and in 2008, nearly 6,000 people lost their lives in accidents involving a distracted behavior.

One of those 6,000 was Erica Forney of Fort Collins, Colorado. Nine-year-old Erica was riding her bike home from school when she was struck and killed by a large SUV whose driver was on a cell phone. The driver said she never even saw Erica who was a mere 15 pedals away from her home.

The tragic story of Erica's death is all too common, and worse, her story was preventable.

I introduce House Resolution 1186 to raise awareness about the dangers of distracted driving. This resolution will designate April as Distracted Driving Awareness Month. Studies have shown that distracted driving is just as dangerous as driving drunk, and while everyone knows driving drunk is dangerous, far fewer people are aware of the risks of distracted driving. A driver increases the risk of a crash by 2,300 percent if he or she is texting while driving.

Currently, 20 States have enacted texting while driving bans, and I'm proud to say Colorado is one of them.

The Federal Government has also taken a stand against distracted driving. The Department of Transportation introduced federal guidance to prohibit texting by drivers of commercial vehicles. President Obama issued an Executive Order banning texting while driving on official business for federal employees. Last September, Secretary LaHood held a distracted driving summit and celebrated the establishment of Focus Driven, a national nonprofit dedicated to ending this epidemic and for providing support for families who have lost loved ones. After hearing stories of those involved with Focus Driven, even Oprah has urged the public to make their cars a "no phone zone."

I urge all of my colleagues to take the "no phone zone" pledge. The risk that you present to yourself and to others by driving distractedly are not worth it. Please pull over and take a call or send a text message.

I urge a "yes" vote on House Resolution 1186 and ask for the help of my colleagues in ending this epidemic of distracted driving.

I reserve the balance of my time.

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

I rise in support of House Resolution 1186, a resolution expressing support for designating April as National Distracted Driving Awareness Month, and I would like to commend the gentlewoman from Colorado for introducing this resolution.

This is a growing problem, as she has pointed out. The Transportation Committee held a hearing on distracted driving in October, and the testimony at the hearing proved that there are no shortage of ways a driver can be distracted. And I would like to commend Transportation Secretary LaHood, who has started a nationwide campaign against distracted driving and has made this one of the top priorities of his Department.

During the hearing we held, testimony was presented showing a threefold, or tripling, of the instance of accidents if the driver is holding a handheld cell phone, and a 23-fold increase in the odds of getting in an accident if a driver is texting. According to the National Highway Traffic Safety Administration, as the gentlewoman from Colorado mentioned, 6,000 people die each year in crashes involving a distracted or inattentive driver.

I had a personal experience a few months ago of this. I changed several stations on an XM radio as I was driving on an interstate connector in Knoxville, and when I looked up, the truck in front of me had come almost to a stop. I had to slam on my brakes. I slid across three lanes of traffic, spun around back across the three lanes, slammed into the median, and then back again going in a 360-degree circle. Fortunately, with traffic whizzing by me all the time, I didn't hit another vehicle and no one was injured. But it sure caught my attention and gave me a new awareness of the danger of distracted driving.

During the month of April, I hope this resolution reminds all drivers of the harmful consequences of distracted driving, and I urge my colleagues to support this resolution.

I reserve the balance of my time.

Ms. MARKEY of Colorado. I would like to yield to the gentleman from New York (Mr. ENGEL) as much time as he may consume.

□ 1500

Mr. ENGEL. I thank the gentlewoman for yielding to me and I rise today in strong support of her resolution, H. Res. 1186, to designate April as Distracted Driving Awareness Month.

As Secretary of Transportation Ray LaHood recently said, distracted driving is a deadly epidemic. In its 2009 report on distracted driving, the National Highway Traffic Safety Administration estimated that fully one-quarter of traffic accidents involved distracted driving. These crashes resulted in nearly 6,000 fatalities and over half a million injuries. This is why I so strongly support the gentlewoman, Ms. MARKEY's resolution and why I introduced my own legislation, the Distracted Driving Prevention Act.

Electronic devices have become a ubiquitous part of our daily lives. Many of us use BlackBerries, cell phones, and pagers daily, but it's obvious to anybody who has used those devices that a person becomes very distracted while using them. The growing practice of individuals texting or reading emails while driving puts everyone on the road at risk.

My legislation would provide money for driver education and highway signage, both of which have helped reduce the incidence of driving under the influence or driving without a seat belt, according to the U.S. Department of Transportation, so it will work with distracted driving as well. In addition, it would create a national advertising campaign, administered by the National Highway Traffic Safety Administration, to educate the public on the dangers of distracted driving.

Mr. Speaker, we all know how important it is to end the deadly practice of distracted driving, and I urge my colleagues to support this resolution and work towards an end to this epidemic. If we are really going to be true to ourselves, it's really logical to understand—anybody who drives understands this—that if they are distracted using a cell phone or if they are distracted texting, they cannot be at 100 percent in terms of safety. And so that's why Ms. MARKEY's resolution is so important, and that's why I hope that my legislation, as well, gets passed and signed into law.

Mr. DUNCAN. Mr. Speaker, the half million figure that the gentleman from New York just mentioned is accurate as far as people now, but it's probably a conservative figure, because that's just what the police know about. There are probably a great many other accidents and injuries that are caused by

distracted drivers that the police don't recognize, but that is the accepted figure. It's an astounding figure.

I have no other speakers and I urge all my colleagues to support this resolution.

I yield back the balance of my time. Ms. MARKEY of Colorado. I yield to the gentleman from Minnesota for as much time as he may consume.

Mr. OBERSTAR. I thank the gentlewoman for yielding, and I appreciate very much her personal story. It was a very, very compelling story of a child in not only her district, her hometown.

It was very touching for me, Mr. Speaker, because my youngest daughter lives in Fort Collins with her husband and 3-year-old, Cali Jo. Monica bikes in the neighborhoods where she lives at Fort Collins with a child carrier, and I thought of that tragic accident and I thought of Monica, and I thought of her little Cali and how it could well have been them, could well have been this 3-year-old child.

The distinguished gentleman from Tennessee, former chairman of the Aviation Committee and Chair of the Surface Transportation Subcommittee, and the gentleman has been very candid, very touching in the story that he related of his own shocking and deeply troubling experience, that's not to say, scary. Your life just sort of spins out of control at a certain moment when a tragic event of this kind occurs.

These are all reminders, very graphic reminders that we are not talking about an abstraction, not talking about some possibility that might happen to someone else but I don't have to worry. Yes, we do. We all have to worry.

We all can remember a time—when I started up here as a clerk of the Subcommittee on Rivers and Harbors, we had dial telephones. The idea of a cell phone was something written up in Dick Tracy, in the cartoon strip, and Diet Smith. But Diet Smith is with us today.

There are 276 million of these devices in our midst, 276 million cell phones, BlackBerries, smartphones, wireless call phone subscribers; 600 billion text messages sent last year in the United States, just in the United States alone. It's hard to walk down a street and not count one out of every three people or maybe even more with a cell phone on their ear, looking at a BlackBerry in their hand. I have seen people run into telephone poles looking at these things. Then what happens when they are driving?

There are lots of reasons for distracted driving: eating, drinking, talking to passengers, singing songs, looking at a map. I have seen people with a newspaper on their steering wheel driving down, to be sure, in congested traffic, but they ought to be paying attention to the traffic and not to the newspaper. Worst is the cell phone; it's an extraordinary distraction.

And what we know is that 80 percent of traffic incidents, two-thirds of all

the near misses on the roadways, are due to distracted driving; 6,000 fatalities a year. It's not just in the United States.

Two years ago, I met with the 27 Ministers of the European Transportation Ministry. We talked about a wide range of issues. I discussed with them what we were planning on surface transportation, in our committee, and water resources needs, but the one thing they all wanted to talk about was distracted driving.

It's a serious problem in the 520 million population of the 27 members of the European Union such that the Transport Ministry and the European Parliament Committee on Transportation have enacted legislation prohibiting the use of cell phones and BlackBerries while driving.

In Portugal, the Minister of Transportation told me it is a crime. They have made it a crime to use a cell phone while driving; it is that serious an issue, that serious a threat to life and limb.

As we discuss this legislation today, as we voted unanimously in our committee to report this bill out, let us remember 9-year-old Erica Forney. Let us remember Mr. DUNCAN and his life-saving experience. Let us remember the other thousands who are killed annually by people who just aren't paying attention, who are seriously distracted and whose lives we can save as we pass this bill.

Let us also thank our Secretary of Transportation, Ray LaHood, for taking the initiative, having the courage to stand up, call a national conference on distracted driving, and then issue a directive to the Department and use the authority that he has to limit within or prohibit within the Department and set an example for all of our fellow citizens on distracted driving.

But as we do this, let us remember that the lives we save will, unlike other things we do, never be able to say thank you. They don't know that we, this day, passed legislation that will move America in the direction of a much safer roadway, a much safer driving experience for all of our fellow citizens. Let us keep the Erica Forneys in our minds and in our hearts as we pass this legislation.

Ms. MARKEY of Colorado. I would like to thank the gentleman from Minnesota and the chairman of the Transportation and Infrastructure Committee for his very eloquent statement on behalf of this resolution. I also want to thank my colleague from Tennessee (Mr. DUNCAN) for sharing your very personal story of the impact of distracted driving.

If we just save one life or prevent one accident with this resolution to raise awareness for distracted driving, we will have been successful. So, again, this is to remember those who have lost their lives because of a distracted driver on their cell phone or texting and, again, to raise awareness so that we can prevent future accidents like

Erica Forney from Fort Collins, Colorado.

Mr. OBERSTAR. Mr. Speaker, I rise today in strong support of H. Res. 1186, offered by the gentlewoman from Colorado (Ms. MARKEY), expressing support for the designation of April as National Distracted Driving Awareness Month. I thank the gentlewoman for her leadership on this important highway safety issue.

Last October, the Committee on Transportation and Infrastructure held a hearing to examine the issue of distracted driving, and the risks it poses to the traveling public. Research has highlighted the dangers of distracted driving. According to the Department of Transportation (DOT), 80 percent of traffic incidents and 65 percent of near-misses are as a result of distracted driving. More troubling still are the nearly 6,000 fatalities annually that occur as a result of distracted driving, according to DOT estimates.

Distracted driving can occur in three different forms—visual, manual, or cognitive. Distraction stems from a variety of activities, such as eating or drinking, talking to other passengers, looking at a map, or changing the radio station. Although all distractions are dangerous, in recent years, the problem of electronic devices has become particularly troubling, as it can encompass all three types of distraction—visual, manual, and cognitive.

Cell phones, Blackberrys, and smart phones have become ubiquitous, with 276 million wireless cell phone subscribers in America as of June 2009, and 600 billion text messages sent in 2008 alone. Although these devices have improved communications and the flow of information, their use while driving poses a threat to all users of the surface transportation system.

The gentlewoman from Colorado has seen firsthand the tragic impacts of this in her Congressional district. In November 2008, nine-year old Erica Forney was riding her bike home from school when a driver, distracted by a conversation on her cell phone, struck Erica. On Thanksgiving Day, after two days of hospitalization, Erica passed away. Sadly, stories like Erica's are played out across America every day, and are completely preventable.

To substantially reduce the annual number of highway fatalities, we must take a hard look at distracted driving, especially distractions that come from electronic devices. Last September, Secretary of Transportation Ray LaHood hosted a summit on distracted driving, and acted swiftly to ban texting while driving for commercial vehicle operators. I applaud the Secretary's efforts, and look forward to working with him to improve safety on the nation's transportation network.

Addressing this problem will require commitment from all Americans to focus on the road while they are driving. Just as the efforts of the safety community have helped to stigmatize drunk driving, we need to make it clear that texting and using a cell phone while driving are unsafe and socially unacceptable. Too often, the need to be in constant communication leads us to forget that, without our full attention, driving is a high-risk activity.

By designating April as National Distracted Driving Awareness Month, we can raise awareness of this growing problem, and encourage Americans to think twice before picking up a cell phone or texting while driving.

I urge my colleagues to join me in supporting H. Res. 1186.

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

The SPEAKER pro tempore (Mr. LUJÁN). The question is on the motion offered by the gentlewoman from Colorado (Ms. MARKEY) that the House suspend the rules and agree to the resolution, H. Res. 1186.

The question was taken.

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

Ms. MARKEY of Colorado. 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

Mr. PERRIELLO. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 1125) supporting the goals and ideals of National Public Works Week, and for other purposes, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 1125

Whereas public works infrastructure, facilities, and services have far-reaching effects on the United States economy and the competitiveness of the United States 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 a recent analysis of the state of the infrastructure of the United States garnered an overall grade of "D";

Whereas every \$1 invested in public transportation generates as much as \$6 in economic returns to the economy of the United States;

Whereas the public transportation systems of the United States experienced record ridership levels in 2008, the last full year for which data are available, with 10,680,000,000 passenger trips taken;

Whereas, in the "2008 Conditions & Performance" report of the Department of Transportation, the Department confirms that investment in United States highway, bridge, and transit infrastructure has not kept up with growing demands;

Whereas, in the "2008 Conditions & Performance" report of the Department of Transportation, the Department found that an additional \$27,000,000,000 per year in capital investments is needed to sustain highway conditions and performance and an additional \$96,000,000,000 per year in capital investments is needed to make cost-effective highway improvements and eliminate the existing bridge maintenance backlog;

Whereas capital expenditures in highways, bridges, and public transportation from all levels of government and the private sector are over \$91,450,000,000 annually;

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 United States has invested more than \$300,000,000,000 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 1,200,000 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 27,100,000 people with intercity rail service;

Whereas the National Surface Transportation Policy and Revenue Study Commission estimates that the total capital cost of reestablishing the national intercity passenger rail network by 2050 is approximately \$357,200,000,000 (or \$8,100,000,000 annually for the next 40 years);

Whereas 21 airfield projects have opened at 18 of the 35 busiest airports in the United States since fiscal year 2000, including 15 runways, 3 taxiways, one runway extension, one completed airfield reconfiguration, and one airfield reconfiguration that is two-thirds completed, and these airfield projects have provided the airports with the potential to accommodate 1,900,000 additional airfield operations each year and decrease average delay per operation by approximately 5 minutes;

Whereas 3 airports have airfield projects under construction, and an additional airport will begin construction this fiscal year, and these 4 airfield projects will provide the airports with the potential to accommodate an additional 110,900 airfield operations each year and decrease average delay per operation by approximately 1.5 minutes;

Whereas transparency and accountability information relating to the American Recovery and Reinvestment Act of 2009 (Public Law 111-5) submitted monthly to the Committee on Transportation and Infrastructure demonstrates successful implementation of highway, transit, and wastewater investments under the Act;

Whereas \$31,600,000,000, or 83 percent of the \$38,100,000,000 provided for highway, transit,