

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,

and wastewater infrastructure formula programs under the American Recovery and Reinvestment Act of 2009 (Public Law 111-5), has been put out to bid on 15,377 projects as of January 31, 2010;

Whereas, across the United States, as a result of the American Recovery and Reinvestment Act of 2009 (Public Law 111-5) work has begun on 11,583 projects totaling \$25,000,000,000, or 66 percent of the total available for highway, transit, and wastewater infrastructure formula programs under the Act;

Whereas the 11,583 highway, transit, and wastewater infrastructure projects on which work has begun have created or sustained approximately 330,000 direct jobs as of January 31, 2010;

Whereas total employment from the 11,583 highway, transit, and wastewater infrastructure projects on which work has begun, which includes direct, indirect, and induced jobs, totals more than one million jobs;

Whereas direct job creation from highway, transit, and wastewater infrastructure projects under the American Recovery and Reinvestment Act of 2009 (Public Law 111-5) has resulted in payroll expenditures of \$1,700,000,000; and

Whereas public works professionals are observing National Public Works Week from May 16 through 22, 2010: 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 50th anniversary of National Public Works Week; 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 United States and to recognize the substantial contributions that public works professionals make to the United States.

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

The Chair recognizes the gentleman from Virginia.

GENERAL LEAVE

Mr. PERRIELLO. 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 H. Res. 1125.

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

There was no objection.

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

Mr. Speaker, I rise today in support of H. Res. 1125, supporting the goals and ideals of National Public Works Week.

This year, we will celebrate the 50th anniversary of National Public Works Week. During the Great Depression, public works rose to prominence as a means to help stabilize our Nation by putting people to work to create a national infrastructure that benefited all Americans.

Once again, our country faces similar challenges and our public works will help our Nation regain its footing.

Every \$1 we invest in public transportation produces nearly \$6 in return for our economy. These investments include every realm of our infrastructure.

In 2008, over 10 billion trips were taken on our public transportation systems. Commitments to airfield projects have expanded capacity while decreasing delays, and expenditures in wastewater projects have led to the construction of 16,000 treatment plants and 800,000 miles of sanitary and storm sewers.

We must not grow complacent. Our present infrastructure does not meet the needs of our country to move forward.

In addition to recognizing the accomplishments of our public works professionals, this resolution highlights the need to continue moving our country in the right direction. We must commit to increasing the investment in our roads and highways that are badly underfunded while creating jobs that our communities so desperately need.

These projects put Americans to work. They provide citizens with a stable job and a decent wage. Robert Kennedy once stated, "We need jobs; dignified employment at decent pay; the kind of employment that lets a man say to his community, to his family, to his country, and most important, to himself: 'I helped to build this country. I am a participant in its great public ventures.'"

Public works projects help our Nation achieve this vision, and, through this resolution, we celebrate those who have worked to strengthen our country. I urge my colleagues to join me in supporting H. Res. 1125.

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

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

Mr. Speaker, I rise in support of this resolution, and I want to commend the gentleman from Virginia for introducing this resolution.

Whether it is for aviation, navigation, flood protection, highways, clean water, rail, our public buildings, transportation and infrastructure, projects play a critical part in our daily lives. The benefits of public works projects and those responsible for their design, construction, and maintenance are not often noticed and appreciated, so it is very fitting that we do so today with this resolution.

Much of our public works infrastructure is old and in need of modernization if our Nation is going to be able to compete globally in an environmentally sustainable manner.

The Transportation and Infrastructure Committee, on which I have had the privilege of serving since I came to this Congress in 1988, was formerly called the Public Works and Transportation Committee. The Federal Government, over the last many years, has gotten involved in many things that it really probably shouldn't be involved

in and really does not have the authority to be involved in under our constitution.

I have always enjoyed my work on the Transportation and Infrastructure Committee because I believe there is a very legitimate and very important national interest in the work of that committee. People in California sometimes use the airports in Texas. People in Ohio sometimes use the roads in Tennessee. People in New York sometimes use the water systems in Florida, and on and on and on.

The Transportation and Infrastructure Committee has jurisdiction over our water transportation system.

Chairman OBERSTAR mentioned that I have been chairman of the Aviation Subcommittee for several years. I also chaired the Water Resources and Environment Subcommittee and enjoyed chairing both of those subcommittees.

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Today I have the privilege of serving on the Highways and Transit Subcommittee, and I was at one point the ranking member many years ago of the Public Buildings and Grounds Subcommittee, so I have seen the full scope of work of this committee. But this resolution came out of the Water Resources and Environment Subcommittee and does emphasize that important part of the work.

Our water transportation system consists of 926 coastal and inland harbors maintained by the Corps of Engineers and 25,000 miles of inland and coastal commercial waterways. If we do not keep our harbors and waterways operating efficiently, this certainly is a great threat to our economic prosperity.

In addition, we can't continue to take our modern wastewater treatment facilities for granted. Not only are they critical to protecting our health and the environment, they are critical to protecting our economy and way of life. Public infrastructure plays a critical role in enhancing our quality of life, improving our environment, and certainly contributes to our economic prosperity.

We too often take these systems and the engineers and other professionals and administrators for granted, so it is very important for Congress to recognize the contribution they make to ensuring that America remains the world's premier economic power and that we continue to have the standard of living that we are so fortunate to have in this country. I urge all Members to support H. Res. 1125.

I reserve the balance of my time.

Mr. PERRIELLO. Mr. Speaker, I yield such time as she may consume to the gentlewoman from Texas (Ms. EDDIE BERNICE JOHNSON).

Ms. EDDIE BERNICE JOHNSON of Texas. The National Public Works Week is celebrated each year during the month of May, and it has been designated by a number of organizations to celebrate our public works professionals and the critical work they do to

keep our infrastructure and transportation systems working efficiently and economically. House Resolution 1125 pays tribute to these professionals, recognizing their work the week of May 16–22, 2010.

Public works are loosely defined as projects that are carried out for the public good, aptly named because they enable the public to complete its work. Hazardous materials, pipelines, and municipal infrastructures such as water supply infrastructure and sewage and refuse disposal systems, and transportation systems such as rail, highways, airports, and public transit, all fall under the public works umbrella.

Public works are vital to our Nation. Our commerce depends on the shipment of goods through rail, on our roads, and through air.

Public transportation provides many with a cost-effective way to travel while also reducing harmful effects on our environment.

Our public health depends on our water supply infrastructure as well as our sewage and disposal systems.

For the importance that they play in our daily lives, our transportation and infrastructure systems and facilities often do not receive the recognition they deserve. Although public works are depended upon daily, they receive no glory or praise when accomplishing the job. Rather, many only pay attention to these public works when they fail, such as levee failures that result in flooded communities.

I recognize the importance of public works for our communities and our country, and I am grateful to the administrators, engineers, and servicemen who continue to utilize their skills and provide hours of service and dedication to ensure these necessary facilities and systems work for our Nation. I support this resolution strongly and I urge my colleagues to support it as well.

Mr. OBERSTAR. Mr. Speaker, I rise today in support of H. Res. 1125, as amended, supporting the goals and ideals of National Public Works Week, offered by the gentleman from Virginia (Mr. PERRIELLO).

Our Nation's public works, consisting of transportation systems, water supply infrastructure, sewage and refuse disposal systems, public buildings, and other structures and facilities, help our country function in an efficient and effective manner. Just as public works support our economy, our public health, and our communities' livelihood, we must support the many public works professionals who design, build, operate, maintain, and protect these systems and structures.

H. Res. 1125 pays tribute to these public works professionals, celebrating their work the week of May 16 through 22, 2010.

Without our vast network of rail, highways, airports, and public transit, our industries would not have the reach that they currently utilize each day. Without our water supply systems, or our sewage and waste disposal facilities, our communities would not be able to exist and thrive.

Without public works, quite simply, our nation would suffer.

Simple conveniences that we may take for granted—running water in our homes and even the Washington D.C. Metro system that many of our constituents utilize every year when visiting our Nation's Capitol—could not function properly without the dedicated work of the public works professionals who keep these systems operating on a daily basis.

Indeed, it is often only when our systems and facilities fail to work consistently that we notice their importance in our daily routines.

It is no secret that this body has long recognized the importance of our Nation's infrastructure. In fact, in the 111th Congress, we have placed an emphasis on reinvigorating our infrastructure systems and revitalizing our economy by investing in our Nation's public works sector.

I am pleased to note the significant investments in our infrastructure that have been made by the American Reinvestment and Recovery Act (Recovery Act) (P.L. 111–5). Of the \$64.1 billion invested by the Recovery Act in critical transportation and infrastructure programs under the Committee's jurisdiction, Federal, State and local agencies administering programs within the Committee's jurisdiction have announced 16,692 transportation and other infrastructure projects totaling \$56 billion.

These investments have proven to be critical to job creation in the past year and our public works systems have greatly benefited from them.

I urge my colleagues to join with me in supporting H. Res. 1125.

Mr. DUNCAN. Mr. Speaker, I urge my colleagues to support this resolution, and I yield back the balance of my time.

Mr. PERRIELLO. Mr. Speaker, I urge all my colleagues to support this resolution, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Virginia (Mr. PERRIELLO) that the House suspend the rules and agree to the resolution, H. Res. 1125, 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. DUNCAN. 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.

RECOGNIZING THE FLORIDA KEYS SCENIC HIGHWAY

Mr. PERRIELLO. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 917) recognizing the Florida Keys Scenic Highway on the occasion of its designation as an All-American Road by the U.S. Department of Transportation, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 917

Whereas established by Congress in 1991, the National Scenic Byways program is a

collaborative effort to help recognize, preserve, and enhance selected roads throughout the United States;

Whereas the U.S. Department of Transportation recognizes certain roads as All-American Roads or National Scenic Byways based on one or more archeological, cultural, historic, natural, recreational, and scenic qualities;

Whereas, on October 16, 2009, the U.S. Department of Transportation announced 42 new designations to the America's Byways collection, including five All-American Roads and 37 National Scenic Byways, thus increasing the total number of designations to 151;

Whereas the Florida Keys Scenic Highway was listed by the U.S. Department of Transportation as one of five All-American Roads for 2009;

Whereas the Florida Keys Scenic Highway is the first All-American Road in the State of Florida and only one of 30 in the United States, joining an elite list which includes the Blue Ridge Parkway, Alaska's Seward Highway, and Historic Route 66;

Whereas the Florida Keys Scenic Highway follows the railroad trail blazed in the 1900s by Henry Flagler;

Whereas the Florida Keys Scenic Highway comprises of an 110-mile stretch of US 1 from Key Largo to Key West;

Whereas the Florida Keys Scenic Highway incorporates 42 bridges over the waters of the Atlantic Ocean, Florida Bay, and the Gulf of Mexico;

Whereas the road's corridor is a leading tourist destination, featuring world-renowned coral reefs, exotic fish species, and historic shipwrecks; and

Whereas the end of the Florida Keys Scenic Highway, Mile Marker 0, is the southernmost city in the Continental United States: Now, therefore, be it

Resolved, That the House of Representatives—

(1) recognizes the Florida Keys Scenic Highway on the occasion of its designation as an All-American Road by the U.S. Department of Transportation; and

(2) congratulates those residents of the Florida Keys who participated in the effort to support this designation.

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

The Chair recognizes the gentleman from Virginia.

GENERAL LEAVE

Mr. PERRIELLO. 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 H. Res. 917.

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

There was no objection.

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

I rise today in support of H. Res. 917, offered by the gentlewoman from Florida (Ms. ROS-LEHTINEN), recognizing the Florida Keys Scenic Highway on the occasion of its designation as an All-American Road.

Since its establishment in 1991, the Scenic Byways program has recognized a collection of roadways that are notable for their scenic, cultural, and historic characteristics. Last October, the