

Hirsch study, Army Corps of Engineers, and Government Accountability Office. Oh, and the National Petroleum Council also did a study, but two of these are from the same study, just was reported later. All of these said essentially the same thing, that peaking of oil is either present—we didn't know then; you never know until you look back that it's peaked—or, imminent, with potentially devastating consequences.

I just wanted to spend the last few minutes we have in looking at some of the statements in these four reports.

□ 2020

I think that we paid for the second, third, and fourth because we weren't happy with what the first report said. That was the Hirsch report. But they ended up all essentially saying the same.

Let's just spend the last few minutes we have together looking at some of the comments that were in these reports.

This is the Hirsch report: World peaking of oil is going to happen. It is obvious. Oil is finite. One day it will be gone. But before it is gone, we are going to reach our maximum ability to produce oil. Peaking of oil is going to happen.

Then they say that the world has never faced a problem like this. Unprecedented. The world has never faced a problem like this.

From the same report: The peaking of world oil production presents the U.S. and the world with an unprecedented risk management problem. As peaking is approached, liquid fuel prices and price volatility will increase dramatically—\$147 a barrel—and without timely mitigation—which we have not done—the economic, social, and political costs will be unprecedented.

Now, we need to be thinking about this when we are thinking about taxes and spending. We are going to face some huge challenges.

By the way, I find facing a big challenge and meeting it successfully is very exhilarating, so I see these reports as challenging and exhilarating.

This next one is from the Army Corps of Engineers' study: Oil is the most important form of energy in the world today. And, if you think about it, this is really true. Historically, no other energy source equals oil's intrinsic qualities of extractability, transportability, versatility, and cost. The qualities that enabled oil to take over from coal as a frontline energy source for the industrialized world in the middle of the 20th century are as relevant today as they were then. As President Bush said, "We are hooked on oil." That is true.

This is a quote from Gene Laherrere, a very early pioneer in this, with Colin Campbell, a Frenchman and Scotsman, I think. But they were a number of years ago predicting that this was going to happen and the world should be paying attention.

We have had very optimistic projections of how much oil there is going to be in the future. These people have come down from that, by the way, way down from those hopeful projections. But this is Laherrere's assessment of the USGS Report: The USGS estimate implies a five-fold increase in discovery rate and reserve addition, for which no evidence is presented. Such an improvement in performance is, in fact, utterly implausible given the great technological achievements of the industry over the past 20 years, the worldwide search, and the deliberate effort to find the largest remaining prospects.

So Laherrere said that what they were proposing was utterly implausible. Now they have come way down from those projections.

As we are thinking about our taxes and our economy and what we need to be doing about that, this is a reality that we need to pay attention to. This is the top ten companies on the basis of oil production and reserves. The left one is production.

Now, we have some big giants like BP and ExxonMobil and Shell. They have 22 percent of the production. Companies that are owned by—well, they aren't companies, really. They are owned by a country. They have 78 percent of all the production.

Now, when it comes to reserves, our three big guys don't even show up among the top ten. They aren't even there. Ninety-eight percent of it is from countries like Saudi Aramco, National Iranian Oil, Iraq National Oil, Kuwait Petroleum, and so forth. LUKOIL, which is kind of private, Russia, is 2 percent.

As you are thinking about our taxes and our economy and what we ought to be doing, you really need to factor this in because it is a geopolitical reality that is going to make cutting taxes and reducing spending so that there will be something to buy this energy with, which is really going to go up, or our quality of life is going to plateau and turn down and our economies are going to sour quickly with very difficult recovery.

All these charts, by the way, you may have noted, are from the Government Accountability Office, a very respectable nonpartisan organization.

Worldwide Proven Oil Reserves by Political Risk. How much of it can we really count on and how much of it has some political risk involved? Well, let's see.

Low political risk, 413.

These are billion barrels, by the way, and these are going to add up to a bit over 1 trillion, which is a generally accepted number of how much oil is out there. Now, we will add a little to it, but it is not going to be a huge amount we add to it.

Medium risk, 314. And high risk, 389.

What this says is that only roughly one-third, a little more than one-third of the oil that is out there has low political risk, we could really count on in

a pinch that it is going to be there. The other may not be there because there is medium and high political risk.

This same dynamic is shown in the next chart here, and this is by investment risk. Where can the big oil companies invest their money? Where can we invest our money? Where do we have low risk? Where do we have high risk?

Well, in 384 billion barrels, there is no foreign investment. They own it all. They don't need any money, so there is no foreign investment there. Only 165 billion barrels have low risk; 164, medium; 402, high. So just a whisker over one-fourth of the oil that is out there has low and medium risk.

I have been privileged to spend this hour talking about our economy and the impact energy is going to have on that.

HONORING CONGRESSMAN JIM OBERSTAR

The SPEAKER pro tempore. Under the Speaker's announced policy of January 6, 2009, the gentlewoman from Minnesota (Ms. MCCOLLUM) is recognized for 60 minutes as the designee of the majority leader.

GENERAL LEAVE

Ms. MCCOLLUM. Madam Speaker, I ask unanimous consent that all Members be given 5 legislative days in which to revise and extend their remarks on the topic of this Special Order.

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

There was no objection.

Ms. MCCOLLUM. Madam Speaker, tonight I rise with the sad honor of recognizing the retirement of my friend, colleague, Congressman JIM OBERSTAR. He has served the residents of Minnesota's Eighth Congressional District with distinction for more than 36 years.

JIM is the dean of the Minnesota congressional delegation, and all of us, House and Senate, are deeply grateful for his commitment to our State.

To many people in Washington, DC, he is Chairman JAMES L. OBERSTAR of the powerful Committee on Transportation and Infrastructure, but to most Minnesotans, he is JIM OBERSTAR from Chisholm, the heart of Minnesota's Iron Range.

For those of you who don't know about the Iron Range, it can be a tough place to grow up—lots of cold weather and a lot of hard work. But it has lots of great people.

The hard lessons of his early years served JIM well in Washington. He knew how to fight for people and causes that he served, and he always worked for progress in a way that honored his principles.

During his time in Congress, JIM made a career out of creating good jobs and building America.

□ 2030

His priority was investing in the future prosperity of his country, literally

laying the foundation of a 21st-century American economy, and I am proud to say he has been my partner in building a modern transportation system in the Twin Cities.

Next month, major renovations on the Union Depot in St. Paul, a modern multi-modal transportation hub, will create 3,000 construction jobs. Only months later, construction begins on the Central Corridor, the light rail between St. Paul and Minneapolis, creating thousands of more jobs. Neither of these major investments would have been happening without JIM OBERSTAR. He had the vision to plan for the future.

He has also demonstrated his leadership in times of great crisis, and he has been effective. On August 1, 2007, the Interstate 35W bridge collapsed in Minneapolis and 13 people lost their lives. The Chairman raced to action and helped to secure emergency legislation that rebuilt the bridge, reconnected our communities.

But he didn't stop there. Chairman OBERSTAR worked in Congress to call attention to the epidemic of weak bridges all across this country, and he made bridge repair and replacement a focus of the Recovery Act. Because of JIM OBERSTAR's commitment, thousands of bridges across this country were replaced or rebuilt through the Recovery Act. Millions of Americans are safer today because Chairman OBERSTAR recognized Minnesota's tragedy was an American crisis.

JIM OBERSTAR not only served; he served well. He not only worked hard; he achieved results. He was a true ranger. His roots of loyalty to the needs of working families in Minnesota and across this country could not be beat. This institution is about to lose a great leader, but it is inheriting a legacy of commitment and fairness and professionalism that should serve as a model for all of us.

On behalf of myself and the Minnesotans I represent, I extend my thanks and my best wishes to Chairman JIM OBERSTAR.

Madam Speaker, at this point I will insert in the RECORD various letters in support of Chairman OBERSTAR; from Congressman ERIK PAULSEN, Congresswoman BETSY MARKEY, State Representative Tommy Rukavina, State Senator Tom Saxhaug, State Senator Tom Bakk, State Senator David Tomassoni, the Honorable Don Ness, Mayor of the City of Duluth, the Honorable Christopher Coleman, the Mayor of the City of Saint Paul, and the Ramsey County Board of Commissioners and their Rail Authority.

TOM RUKAVINA,

MINNESOTA STATE REPRESENTATIVE,

December 8, 2010.

TO THE HONORABLE MEMBERS OF THE UNITED STATES HOUSE OF REPRESENTATIVES: I am honored to have the opportunity to recognize and praise my friend, Congressman Jim Oberstar, whom I don't have to address as honorable because everyone who has been around Washington DC for the last 36 years knows that goes without saying!

Congressman Oberstar in my mind epitomizes what's good about "politicians." He has not only cared about the well-being of his constituents, but has also cared about every one of your constituents here in this great United States of America. His knowledge of transportation issues is legendary, and his stewardship of our natural resources and his concern for our children and grandchildren on issues such as clean water exemplifies his commitment to our future generations.

I am personally sad that Congressman Oberstar will not be representing me and his beloved Iron Range in the United States Congress. But I am honored that Congressman Oberstar's legacy and contributions to this country will be recognized by those future generations that he has dedicated his entire life to.

Congressman, as many of those Iron Range old-timers that you love to talk about would have said to you, "dobro sreću, buona fortuna"—in other words, good luck to you as you move forward in life!

Warm regards,

TOM RUKAVINA.

THOMAS W. SAXHAUG,
MINNESOTA STATE SENATOR,
St. Paul, MN, December 8, 2010.

Representative JAMES OBERSTAR,
Rayburn House Office Building,
Washington, DC.

DEAR JIM: Thanks for your tireless work on behalf of the people of Itasca County and the Grand Rapids Area. Your work will long be remembered by our generation and will benefit generations to come. My opportunity to work with you on the Edge of the Wilderness National Scenic Byway and riding bicycles on the Mesabi Range Trail will never be forgotten.

Thanks for your public service to my district, the State of Minnesota and the United States of America.

Sincerely,

TOM SAXHAUG.

THOMAS M. BAKK,
MINNESOTA STATE SENATOR,
St. Paul, MN, December 8, 2010.

Rep. JAMES OBERSTAR,
Rayburn House Office Building,
Washington, DC.

DEAR REPRESENTATIVE OBERSTAR: The Eighth District of Minnesota is forever indebted to you for your 36 years of service and dedication to the betterment of Northeastern Minnesota.

In fact, all of Minnesota would not be the same without your tireless hard work on our behalf. Most recently, much of the state can now enjoy the hiking and biking trails that have been connected thanks to your funding. Also, many regional centers are more competitive, due to your work on keeping our airports in top condition. Our state is in better shape financially, thanks to your funding of projects for the Recovery Act and many people have jobs because of you.

Thank you for dedicating your life to public service. You will be missed.

Sincerely,

THOMAS M. BAKK.

DAVID J. TOMASSONI,
MINNESOTA STATE SENATOR,
December 8, 2010.

Hon. JAMES OBERSTAR,
Chisholm, MN.

DEAR CONGRESSMAN OBERSTAR: It is with bitter sweet pleasure that I congratulate you on your incredible career as a United States Congressman representing Minnesota's 8th district for the last 36 years. I have gotten to know you very well over the years and I consider it an honor and a privilege to call you my great friend and "paesano."

There was never a time during your tenure that you didn't make your district your priority. The people of the 8th have benefited greatly as a result of your dedicated work and undying devotion. Whether it be saving Northwest Airlines, resulting in over 500 jobs in Chisholm at the Reservation Center; the reconstruction of Highway 53 and 169 interchange; renovation of Highway 8; the countless miles of bike trails; the re-opening of Eveleth Taconite; the dredging of the Duluth-Superior Harbor; the authorization to expand the Sault Ste. Marie Locks; or the rebuilding of the Interstate 35 bridge, you have unapologetically delivered.

Not only has your vision produced results, but your heart has helped numerous individuals with personal problems. One by one you helped hundreds of people with Social Security disability and Veterans' benefits. Individuals like the light house operator, or Marvin Ford, a survivor of the Atomic Bomb testing, both were personally afforded benefits as a result of your work. Even today you are still working to fulfill PBGC benefit integrity for National Steel employees.

Nationally, planes, trains and automobiles have all been the beneficiary of your vision to make America's transportation and infrastructure system the premier in the world. Your work and your legacy will benefit generations to come. The impact you have had on an entire nation will go unmatched.

Thank you for the difference you have made. You will be missed.

Arriverderci amico,

DAVID TOMASSONI.

DON NESS, MAYOR,

Duluth, MN, December 8, 2010.

As an American, I am grateful for Chairman Oberstar's life-long service to our country. Chairman Oberstar has been a champion for transportation improvements with an eye to efficiency, safety, and our nation's economic competitiveness. The Chairman is tough, creative, strategic, and visionary in his efforts to modernize American transportation.

As a Mayor in Minnesota, I am thankful for Congressman Oberstar's commitment to the health and vitality of our region. The Congressman has been a strong partner in economic development, in addressing our most pressing issues, and in providing outstanding constituent service. Every day on the job, he saw opportunities to do well by the people of Minnesota and he delivered.

History will be rightfully kind to Jim Oberstar. As impressive as Jim's legacy appears to us today, as time passes, history will confirm, endorse, and strengthen that legacy. Today's politics is immediate and reactive, yet for 36 years, Jim Oberstar built his legacy through comprehensive understanding and an eye to the future. He didn't go into public service to play political games; he wanted to help shape the future of our nation.

No matter the consequences, Jim was going to do the right thing. I remember in the wake of 9/11, I saw Jim travel to the most conservative part of his district and speak forcibly against the invasion of Iraq. He was right and his integrity compelled him to speak against the rush to war, no matter the politics of the moment. Jim's integrity never wavered and his integrity has defined his time in Congress.

As a former Ober-staff, I feel privileged to have worked for Jim Oberstar because he is a great leader, a brilliant mind, and a forceful voice for our country. But more importantly, he is a good person—loyal, protective, loving, and generous.

Working for Jim Oberstar, you were acutely aware of the fact that he was someone who was shaping our nation's future and you

were equally aware of how much he cared for you as a person. That's a special combination. His staff is loyal because he is a caring boss; his staff loves him because he is their friend.

Dr. Thomas Fuller once said, "Great and good are seldom the same man." And with the truth of that statement ringing in our ears, recognizing how rarely we see it, we say:

"Thank you, Jim. Thank you for being both great and good."

DON NESS.

MAYOR CHRISTOPHER B. COLEMAN,
St. Paul, MN, December 8, 2010.

CONGRESSWOMAN MCCOLLUM: Thank you for taking this time to recognize one of our country's great leaders. Congressman Jim Oberstar has poured vision, thoughtfulness, and commitment into his work for nearly 50 years on behalf of not just Minnesotans, but all Americans. The United States would not look or feel the same without Congressman Oberstar's leadership on infrastructure and transportation issues.

Jim graduated from the College of Saint Thomas in Saint Paul and his summa cum laude dual degree in French and Political Science should come as a surprise to no one. Jim has talked about how this experience not only created a direction for his incredible career, but also fostered a life-long love for learning and for our capital city. I'm proud to be the Mayor of a City Jim once called home.

Soon the City of Saint Paul will start running light rail trains from the historic Union Depot to its sister city of Minneapolis. The 30-year effort to build the Central Corridor light rail line is a reality because of Jim Oberstar. This line, along with the bus routes, bicycle lanes, and high speed rail lines that will travel to and from of the Union Depot every day will be a great legacy for us to remember Congressman Oberstar. I look forward to sharing it with him.

The City of Saint Paul is better place to live today because of the decades of service Congressman Oberstar has given us. He has been a once in a generation leader for our State and Country. As he steps toward the next chapter of an already distinguished career, he carries with him the sincere gratitude of all Minnesotans in recognition of his leadership and service.

Sincerely,

CHRISTOPHER B. COLEMAN.

DECEMBER 8, 2010.

DEAR CONGRESSMAN OBERSTAR: On behalf of the Ramsey County Board of Commissioners and Regional Railroad Authority, we would like to express our heartfelt gratitude for your 36 years of dedicated and far-sighted service to the people of Minnesota and the nation. We have appreciated your leadership, your vision, your ability to get things done, and, most of all your warm friendship and wise counsel, both given freely and in great abundance.

We are extraordinarily grateful for your transportation and transit leadership for our state, nation and region, in particular for your steadfast support for the Union Depot project. Your strong early support of the Depot, and the \$85 million in federal funding you have helped to secure for this project of regional and national significance, were responsible for getting the project going and keeping it on track.

Too, your support of the Central Corridor and the Hiawatha Light Rail lines, the Rush Line Corridor and the Midwest High Speed Rail initiative have helped to move those important projects from dream to reality.

You have left your mark on the 8th District, on Minnesota and on this great nation.

Everywhere we look, we see the fruits of your hard work in our transportation infrastructure. Your untiring service is appreciated. We strain to find words adequate to express our gratitude for all that you have done for the people you have served so faithfully for four decades.

In closing, let us just say how much we have enjoyed working with you on projects that affect Ramsey County and the entire state of Minnesota. We wish you and Jean a bright and fulfilling future.

Sincerely,

VICTORIA REINHARDT,
Chair, Ramsey County
Board of Commissioners.

JIM McDONOUGH,
Chair, Ramsey County
Regional Rail Authority.

COMMISSIONER TONY
BENNETT.

COMMISSIONER TONI
CARTER.

COMMISSIONER RAFAEL
ORTEGA.

COMMISSIONER JAN
PARKER.

COMMISSIONER JANICE
RETTMAN.

Ms. MCCOLLUM. Madam Speaker, now I would like to yield to Congressman JIM OBERSTAR.

Mr. OBERSTAR. Madam Speaker, I offer my very sincere and genuine personal gratitude to the gentlewoman from Minnesota, Ms. MCCOLLUM, and to the gentleman from Minnesota, Mr. PETERSON, for cosponsoring this Special Order. Never have I been the subject of a Special Order. It is a true and unique honor, and I am grateful for all those who have taken time to come this evening to express thoughts about my service in the Congress, especially those of our Minnesota delegation and the gentleman from Minnesota, Mr. WALZ, who is here, and our two Senators, Senator AMY KLOBUCHAR and Senator AL FRANKEN. I am grateful to them for making the trip across the divide between the two bodies.

The most memorable moment for me was the day that Senator Hubert Humphrey came at the invitation of Speaker O'Neill to address the House of Representatives. Never in the history of the House had a Senator been given that privilege, to address the House. And as Hubert Humphrey stepped at the Clerk's desk just below the Speaker's table, he looked across the expanse of this body and he said, "Oh, you don't know how long I have wanted to be here." Of course, that is where the President stands to give his address to the Nation.

It is, in my mind, the greatest privilege in life to be chosen by the people to serve in this greatest legislative body in the world. I have had the great honor to step into the hall of the mother of parliaments in London, the House of Commons in Canada, the Assemblée Nationale in France, the Bundestag in Germany, the Great Hall of the People in Beijing, the Parliament of Australia for their first sitting in their new parliament in the 100th anniversary of Australia. But in all of those venues,

they look to this dome and to this House as the voice of the people.

I look back on years of service. They have been wonderful and inspiring years. My life has been touched by the people of the 8th District whom I have had this great privilege to represent.

In the last 4 years, and I keep my report card with me of the 110th and 111th Congresses, we held 316 hearings, heard from 2,201 witnesses, and had 1,028 hours of hearings. We had 41 markups and 180 bills reported to the House, 276 passed by the House, and 179 public laws and resolutions.

In our portion of the stimulus, I can account for 1,300,000 construction jobs, \$4.5 billion in payroll, \$919 million in taxes paid by those working on construction jobs across America, and 35,311 miles of pavement built during this period of the stimulus.

Those are lasting benefits that will prove beneficial to future generations, and they are much like the rest of my body of work, that I can look back on my service and say I have given it my best, I have served the people to the best of my ability and to the gifts that the good Lord has given me and that my parents stimulated in me. But at this juncture in these closing hours of this Congress, I am reminded of Adlai Stevenson addressing a college graduation. He said to the graduates, "As you leave, remember why you came."

Why I came was to serve the people, the needs of their respective families, and to leave this district, to leave this House, to leave this Nation a better place than I found it. I hope I have achieved that goal.

Ms. MCCOLLUM. Thank you and, yes, you have.

I would now like to recognize the gentleman from Missouri (Mr. CARNAHAN).

Mr. CARNAHAN. Madam Speaker, I am sure that many of my colleagues rising tonight will want to pay tribute to Chairman JIM OBERSTAR of Minnesota, and every one of us will have a story or two about how the chairman moved what seemed like heaven and Earth in order to get things done for the people of this country. With smart investments in all modes of transportation, his accomplishments in public service have truly earned him the name "Mr. Transportation."

Well, here is one of my favorite JIM OBERSTAR stories. A few years ago, a group of people in Lemay in south St. Louis County had a tremendous economic redevelopment opportunity to turn a patch of dormant brownfields along the northern Mississippi River into great economic development.

□ 2040

They had done everything right. They had researched all the background, they identified the most effective way to bring jobs, they had brought their community together to build consensus. But they had one big problem. They needed a road. They needed a road to somewhere that created thousands of jobs.

Well, right now you're probably thinking that this story sounds pretty familiar. There are plenty of communities that would love the government's help to fund and build a road. Well, this road was being blocked because of red tape. And they needed help. Well, there's a phrase about things that are difficult in this country. They say, It's like trying to get an act of Congress. Well, getting permission to build this road actually took two acts of Congress; it never would have happened without Chairman JIM OBERSTAR. When I found out what was necessary to get the job done, I knew I had to talk to him to get his advice and his help, and with that we were able to break through the red tape to get that job done.

A few weeks ago, I had the great pleasure to go back to visit just a few of the 3,000 people who now have good quality jobs because of JIM OBERSTAR's help. On behalf of those workers and myself, I cannot thank you enough for all you have done for this Congress, for colleagues, for people across this country; for helping America build a road to a better future. Thank you for your service, JIM OBERSTAR.

Ms. MCCOLLUM. Madam Speaker, I would now like to recognize the majority leader, the gentleman from Maryland (Mr. HOYER).

Mr. HOYER. I thank the gentlelady for yielding. I thank the two distinguished United States Senators from Minnesota for joining us this evening on the floor.

This is a sad day for America—not this particular day—but it is a sad event that an individual of the extraordinary quality and depth and courage and empathy and understanding will not be serving in the 112th Congress. This election saw the defeat of many, many very qualified people—not on their merits, but on the angst of the American public, concerned about jobs and the economy, concerned about the deficit, concerned about many things, and making a statement that they wanted to change. But, unfortunately, some babies got thrown out with the bath water.

JIM OBERSTAR is a giant in this body. There is no person who chairs any committee in the time that I have been a Member of the House of Representatives, which covers a period of 30 years, no chairman with whom I have served during that period of time has known his subject, has worked harder, studied harder, and focused us on investing in building America any more than JIM OBERSTAR of Minnesota.

JIM OBERSTAR graduated from college summa cum laude. JIM OBERSTAR has been in many places in this world. He taught in Haiti. His family comes from Slovenia. JIM OBERSTAR is not only a giant when it comes to how we make America a stronger country, how we build our country, how we make sure that we can get goods and services to and from and we can get our citizens to and from places where they need to be,

but JIM OBERSTAR also is a giant when it comes to understanding the world in which we live.

JIM OBERSTAR has been a continually unwavering voice on behalf of working people in America. JIM OBERSTAR, in my view, is the definition of a Democrat—someone who puts as his highest priority the interest of men and women in this country, who, as Bill Clinton so famously said, go to work every day and play by the rules and want us to be on their side.

I have served with no individual in the Congress of the United States who has been more on the side of average working men and women who make this country a great country and who in fact are not average at all but extraordinary citizens who care for their country, care for their communities, care for their family, and care for their faith. JIM OBERSTAR has represented all of those values for every single day he has served in the Congress of the United States and for every single day he served as the chief of staff of his predecessor, John Blatnik.

This is a sad day because we recognize the loss of an extraordinary asset to America, to this House, to this Congress; and I count it as a personal loss to lose someone who has been such a close friend, an extraordinary adviser, a person who has set an example for what every American wants a Member of Congress to be—honest, committed, and on their side.

JIM OBERSTAR, you have blessed this House and blessed this country. JIM OBERSTAR, you have much to give in the years to come. JIM OBERSTAR, I want you to know that I, for one, will continue to rely on your advice and counsel as a partner on the side of every American that makes this country the land we love.

Thank you.

Ms. MCCOLLUM. Thank you.

Madam Speaker, I would now like to recognize TIM WALZ from Minnesota's First Congressional District, another member of the Democratic-Farmer-Labor Party.

Mr. WALZ. Thank you to my colleague from St. Paul and to all my colleagues from Minnesota.

Coming here today, the honor to speak of JIM OBERSTAR as a Minnesotan, no one quite personifies what it means to be Minnesotan as JIM OBERSTAR—a man of quiet passion; a work ethic that knows no limits; a sense of humor in the face of tragedy that can lift others; a man of compassion; someone who exemplifies the very fiber of how we see ourselves as people of the prairie, people of the Iron Range, that can withstand the cold winters and the hot summers.

But something that JIM OBERSTAR I think taught me more than anything else, and today, coming to talk about him, it's never about looking backward; it's always about looking forward. Someone who spent their life to create a better tomorrow, a champion of the future and a champion of progress.

No one in this Congress has had a more profound impact on me as a high school social studies and history teacher than JIM OBERSTAR, someone who understands the importance of history for what it means. It's not just a theoretical exercise to see the past. It's about understanding how to take those lessons, how to take the words that work and didn't work, and to move forward to make a better tomorrow.

There's nothing we did in this Congress that dealt with JIM OBERSTAR that didn't have an understanding of that; that didn't connect what happened in the past to what could be in the future. And I think of just the things across Minnesota, the so many things that he touched, but one that was just so profound of an impact on me is decades ago, when the growing city of Rochester and the Mayo Clinic, the heart of one of our biggest industries in Minnesota was growing, someone that had the foresight to invest in flood mitigation that would have surely drowned out the Mayo Clinic probably three times in the last 13 years alone, with the rains that we have seen; someone who understood that those infrastructure projects allowed the growth of that community and the growth of that industry and the growth of that knowledge and the human spirit to prosper in that community on the prairie because we had the foresight to invest where we needed to.

So to see someone around here who, as the majority leader so eloquently put, is a legend amongst all of us here—a chairman; a mentor; to me, a friend—the dignity and passion with which Chairman OBERSTAR conducts himself, has shaped how I would like to conduct myself. Anyone who serves the people of Minnesota and serves this Nation, if they want to see a role model for how this job should be done, they need to look no further than JIM OBERSTAR.

He gets remembered a lot, I notice, for transportation issues; but I would have to say the transportation issues were a means to an end. The end was always working for working families; making life better for those people; a man who understood hard work, who came from a family that worked in the mines, that understood what needed to be done to get a day's work but understands how those jobs could sap life out of people, who could take life, they could be unsafe; someone who spent a lifetime making sure that a worker could go with dignity, earn a day's wage, but not be subject to toxic chemicals, not be subject to unsafe working conditions, and have the opportunity to earn a living wage and to have some health insurance and maybe a retirement for them when they got done with those years of hard work.

□ 2050

That type of work ethic and that type of focus is something, as I said again, that has profoundly impacted me. I think all of us saw here what a

lifetime of experiences and a lifetime of work in this Congress came to on that day in August 2007, on the day of the tragedy of the I-35 bridge falling down. I think, for many Minnesotans—myself included—to see that rock of someone who knew this issue better than anyone in this country stand firmly and say, We will not allow this to happen again. We will rebuild this bridge. It will be better than it was. Commerce and safety and infrastructure will move forward—that was a moment that will always stick with me.

Going back to understanding the history, I saw some of the transcripts—I believe they were from 1987—that JIM OBERSTAR took in a hearing. He was talking about substandard bridges and predicting that some day we would see one of these bridges fall, causing a great loss of life. That's what a true leader does—predicts the future and sees what needs to be done to avert those things.

So, as STENY HOYER said, this House will sorely miss JIM OBERSTAR. This country has lost an incredible leader in this House, but it has not lost that leader completely. That voice will continue on. It shapes each and every one of us.

That passion, that insight that you brought to the table, JIM OBERSTAR, will live on in anyone who serves here. For that, I thank you.

I yield back.

Ms. MCCOLLUM. I thank the gentleman from Minnesota.

I would now like to recognize the gentlewoman from Texas, EDDIE BERNICE JOHNSON.

Ms. EDDIE BERNICE JOHNSON of Texas. Thank you very much, Madam Speaker, and let me thank the gentlewoman from Minnesota for organizing this.

I rise this evening to honor a longtime Member and the current chairman of the House Transportation and Infrastructure Committee, Mr. JAMES OBERSTAR, the distinguished gentleman from Minnesota.

It has been my pleasure to serve on the Transportation and Infrastructure Committee for 18 years with Mr. OBERSTAR. We have had some really good moments. As a matter of fact, as I was listening about the bridge, we were right here on this floor the night that the bridge collapsed. We were talking then about an aviation issue.

The other thing is, being from Texas, I only speak one language—that's Texas English—and sometimes people don't understand it here. Mr. OBERSTAR speaks many languages, and I was always very pleased when he was there to help me pronounce some of those names that came before our committee. To those of us who serve on the Transportation Committee and to many others in this Chamber, Chairman OBERSTAR has been an historian, our friend, our expert, our champion, and our admired leader. To think of the Transportation Committee—and certainly our House—without our beloved

colleague leaves a vast hole among our ranks and in our hearts.

During his tenure on the committee as a staffer, later as a member, and then as chairman, Mr. OBERSTAR has played a key role in every major piece of transportation legislation that is law today, and no one would even try to dispute that he is widely held as a foremost transportation expert among us. His dedication cannot be matched regardless of the issue, whether it's transit, highways, aviation, water, infrastructure, Coast Guard, railways, maritime, and so much more. He has steadfastly worked to achieve the best results for the American people.

I will dearly miss my colleague, my friend, my chairman, but I also expect that none of us will shy away from seeking his advice in the months and years to come. During his tenure, we really have come to respect him as the expert, and we will regretfully miss him so much.

Ms. MCCOLLUM. I thank the gentlelady.

I would now like to recognize the delegate from Washington, D.C., Ms. EL-EANOR HOLMES NORTON.

Ms. NORTON. I thank the gentlelady from Minnesota for yielding.

I come to the floor this evening because a colleague of iconic reputation is about to leave this House.

Now, JIM OBERSTAR will do very well. I wish I could say the same for those of us he leaves behind. JIM carries with him much more than the institutional memory of the Transportation and Infrastructure Committee. Sure, JIM has a legendary encyclopedic memory that he lends to the committee members every so often, but you cannot describe JIM's work with particular pieces of infrastructure that you may see here and there. You just can't do it. JIM's work is so long, so deep, and so influential that it will be almost impossible for it to ever be repeated in this House, for JIM has spent his entire career—and by that, we mean not only his career as a Member but as a staff member most influential with Members—with the T&I Committee or with Public Works or whatever you want to call it. We call it "JIM's committee."

Members often expect staff to specialize in the facts and to know more than they know. Nobody expects a committee chair to know more than the staff and the subcommittees put together. No. We sat in committee in wonder that one man could know and remember and integrate so much into the ongoing discussion. The effect on members of the T&I Committee was to make us feel we just had to work harder, not to meet JIM's standard—we're not crazy—but to at least know what the highest standard looked like.

You might wonder why this Francophone, who majored in French and political science, became the most influential expert on Transportation and Infrastructure in the United States of America. I believe it has little to do with JIM's brilliant intellect. After all,

JIM would have been an intellectual leader on any committee on which he chose to serve. I believe it has to do with his own roots that may have guided him to this committee—JIM, whose immigrant grandfather was a steelworker and whose father was an ironworker in the open iron pits of Minnesota. That JIM—that JIM—got to know, as few of us do, the plight of the American worker, his relationship to hard work and to building America, itself. So, you see, it's quite simple. It's in JIM's DNA.

JIM brought an unrelenting dedication to hard work, the same dedication to hard work that his father put in in the iron mines, to the Congress of the United States. He is the only chairman I know who regularly attended subcommittee meetings and then proceeded to join in the discussions at any point they were going on and with what only he could have possibly added to the discussion—and brilliantly so.

Now, some of us are trying to name the new transportation headquarters here in my district, in the District of Columbia, for JIM OBERSTAR. I can't imagine that that wouldn't happen. Yet I know JIM OBERSTAR, and I have a feeling that that's not what he really wants his legacy to be. I think JIM wants his legacy to be the transformational Transportation bill he fought mightily to bring to this floor and that he brilliantly crafted for the 21st century.

□ 2100

Well, JIM, it may not have been in your time, but it must happen in ours. So this evening, JIM, I pledge to you to do all that I can to see to it that your prodigious work on that final brilliant transportation authorization bill shall not have been in vain.

Farewell, friend. Have pity on us. Please, don't go far.

Ms. MCCOLLUM. I thank the gentlewoman.

I would now like to recognize the gentleman from Illinois (Mr. LIPINSKI).

Mr. LIPINSKI. I'd like to thank the gentlelady from Minnesota (Ms. MCCOLLUM) for organizing tonight's Special Order.

I said 4 years ago, no one in the history of Congress became chairman of a committee who was better prepared than JIM OBERSTAR. From the time he started here working in 1963 for John Blatnik, through all these years, it was not just JIM's experience and expertise that made him such a great chairman and great Member, but also his work ethic, his willingness to reach out across the aisle, and ability to get the job done.

JIM OBERSTAR always had a thoughtful and thorough approach to policymaking. There is a simple reason why he was known as Mr. Transportation. It's because from aviation, to highways and transit, to maritime transportation, to water infrastructure and public buildings, and of course, to cycling, he has truly shaped the way we

think about transportation and infrastructure.

During my four years of service on the House T&I Committee, I can honestly say not a day went by in that committee room where I did not learn something from JIM OBERSTAR, and I would have learned more if only I knew more than a dozen French words—although I do know Tour de France, and JIM taught me a few things about cycling, both on and off the bike, and those who know JIM know he truly is a Renaissance man.

Now, at the same time we talk about everything that's happened here in Washington, JIM knew, he knows that you have to be hands on. You can't learn everything by sitting in a committee room. You have to go out, roll up your sleeves, get your hands dirty, and that's exactly what he did.

As Chicagoland's only member of the Transportation and Infrastructure Committee, I had what I think was about my yearly visit from JIM OBERSTAR. I was very happy to welcome him to ride the rails and trails and, together, see firsthand the challenges facing the region in transportation. He always listened carefully, often time taking notes while providing valuable perspective and insights that come from his decades of experience.

But JIM didn't only visit Democratic districts. To quote the chairman, I've never seen a Democratic road or a Republican bridge. Working together we can build all-American roads and all-American bridges. If Washington had only listened to and followed the leadership more of JIM OBERSTAR, our country would be much better off today.

Madam Speaker, I want to thank Chairman OBERSTAR, JIM, for his service, for his teaching, and for his friendship. And I know that although he's leaving Congress, his days as Mr. Transportation are far from over.

Ms. MCCOLLUM. I thank the gentleman.

I would now like to recognize the gentlewoman from California (Mrs. RICHARDSON).

Ms. RICHARDSON. Madam Speaker, from wings to wheels, propellers to pedals, there is no mode of transportation that Chairman OBERSTAR has not passionately worked to improve. I am honored to have witnessed personally a Congressman whose efforts have employed millions of American people and enhanced the safety of millions more who every day utilize a transportation system which he tirelessly labored to make cleaner, stronger, and more secure.

Chairman OBERSTAR, your efforts on behalf of our weakening infrastructure is legendary, but what is not was your role in helping to prevent an even worse recession. Why? Because it was you who fought even with the President to be able to invest more of our dollars into infrastructure, which proved to be exactly right and the best money that was spent with our Recovery Act.

Mr. Chairman, you have a view that reflects a full spectrum of a vision, one that you've devoted your own personal and professional life to. One of your legacies, Mr. Chairman, is your knowledge, your vision, that you've held even Inspector General witnesses, Secretaries of Transportation all accountable, something that I've enjoyed watching firsthand.

It saddens me deeply to know that coming in January our transportation guru and a mentor of mine will no longer be chairing the Transportation Committee. We have so much more to accomplish, and this will be very difficult without your presence, knowledge, and leadership. I vow to take all that you have taught me and to encourage others to build upon that vision of making America's transportation system the golden standard it used to be. However, I am hopeful that you, Chairman OBERSTAR, will continue your public service. Why? Because we need you. We all need you.

As I close, I want to speak to the public, to the Speaker, and for the public record. I'd like to thank JIM OBERSTAR, my mentor. He taught me that even everyone can have a second chance at a date if you work hard enough at it, and that you can find the right person with that hard work. He also taught me that in my first days in Congress his kind heart was always open to help me. I admire the commitment and capability of his very loyal staff. We would all be blessed to have that kind of staff.

I respect his love for this House, and even though through his surgery and pain he stood and walked to make others lives better, but most of all, he often would spend time recollecting about all of his years on the committee, and I enjoyed him talking about when he was a freshman and sat in that last seat in the front row like I had. I value how much he listened and respected our young ideas and was not enslaved to seniority.

Mr. OBERSTAR, your approach to civility and bipartisanship has been remarkable, but my greatest sadness will be in missing your steadying and influential hand in all the work that you do.

And as I close, I'm going to say something daring that most young Members of Congress don't do, and that's I'm going to actually say, Mr. Chairman, I think you misspoke earlier when you said that you had done your best. I disagree. You've been a great man and you have done great work. Thank you.

Ms. MCCOLLUM. I thank the gentlelady.

I'd now like to recognize the Representative of Hawaii, Ms. HIRONO.

Ms. HIRONO. Thank you.

Madam Speaker, I rise to add my voice to those who are here to give thanks to our chairman, JIM OBERSTAR, for his extraordinary service to our Nation as a Member of the U.S. House of Representatives. I certainly count myself fortunate because as a new Member of Congress and a fledgling member of

the Transportation and Infrastructure Committee, I have the example of JIM OBERSTAR as my chairman.

I remember the first time I ever met JIM OBERSTAR. I was just taken with the breadth of his knowledge, his commitment, and he said to me that this committee, which is the largest in the House, is also one of the most bipartisan committees because everybody needs bridges, harbor, roads, airports. Very true.

I don't expect that I will ever be as knowledgeable or articulate on any subject as he is on all aspects of transportation policy, but it's good to aim high. Of course, at this point, it would be pretty much impossible for me to match his 47 years on the committee first as a clerk, next as an administrator, then as a Member, and finally, as an outstanding chairman.

Chairman OBERSTAR has been the clearest, strongest, and most vigorous advocate for restoring America's transportation and infrastructure system. He is recognized and admired in my State of Hawaii, one of the few chairmen—I hope that will change over time—who has come to the State of Hawaii to see for himself firsthand the challenges we face. But we admire him. We love him in Hawaii for his support of our first and only rail transit systems and for his understanding of the importance of keeping our vital infrastructure strong.

□ 2110

I recently met with the president and CEO of Hawaii's largest airline. And he reiterated what I hear from many business people in my State; that is, if there is one thing that government can do to help our economy, it is to help repair and improve and maintain our infrastructure. Mr. Chairman, you have been right on the money.

What will I remember most about JIM? I will remember his heartfelt stories about his father, a union mineworker. I'll remember our white-knuckled flight over the Honolulu rail route in a helicopter without doors. I'll remember how generous he's been with his time and guidance, from taking time out of his personal time in Hawaii to review infrastructure needs on Maui to joining me in a live video feed with infrastructure stakeholders in Hawaii. And I remember the flight we took over Maui. And we flew, JIM and his wife, Jean, his partner in life, over the open ocean from Lanai to Maui, and we looked down, and we saw the whales, and it was really something. And JIM, who knows everything about infrastructure, looked down on Maui Island and said, My gosh, you really are vulnerable to things like earthquakes because you are islands, and you just can't drive from one island to another. And that is why it is so important that JIM came to my State to see for himself, not just to intellectually realize, we are an island State and that I represent seven inhabited islands that I can only get to by air.

I will remember his intense interest in everything witnesses had to say during our T&I hearings. I will remember Chairman OBERSTAR, and I will certainly miss him. I strongly suspect that all the people of Minnesota, not just those of the 8th Congressional District, will miss him as well.

My very best to you, JIM, and to your wonderful wife Jean. Mahalo lui noa. Aloha.

Ms. MCCOLLUM. I thank the gentlewoman from Hawaii.

I would now like to recognize the gentleman from Pennsylvania (Mr. ALTMIRE).

Mr. ALTMIRE. I thank the gentlewoman.

Madam Speaker, I was listening to the debate earlier this evening, and I heard the chairman say that he hopes that he has left this institution, the U.S. House of Representatives, better than it was when he first got here 47 years ago, first as a staffer, then as a Member, then as chairman. And I thought to myself, My goodness, you, Mr. Chairman, have certainly left this place better. But, Madam Speaker, the chairman has left the country much better than had it not been for the work that he has put forward in transportation, which is unmatched by any 10 people that have ever served in this institution. I can't think of anyone in recent history who has made more of a difference in their area of expertise and in their subject matter than Chairman OBERSTAR.

As a second-term Member of Congress, when you are first elected, Madam Speaker, as we all know, you think about what committee do you want to serve on, what Members do you want to associate yourself with. And I chose immediately Transportation because I wanted to learn from the best, and there was no one better than Chairman OBERSTAR to talk about all of the subjects that fall under transportation. Certainly our waterways, our infrastructure, roads and bridges, aviation, rail, nobody in this House, and nobody in the country, I would suggest, has a better grasp of any of those issues than Chairman OBERSTAR.

And like many who have spoken before me this evening, I had the opportunity, thankfully, to bring Mr. OBERSTAR into the district in western Pennsylvania that I represent to meet with transportation leaders. And I remember vividly a group meeting that we had with some of the brightest minds in transportation in western Pennsylvania. And the chairman was throwing out facts and figures, names and dates, and places and people. And when I left and returned to my office after the meeting, I thought to myself, I'm going to look some of this stuff up. That can't possibly all be accurate. He couldn't have made that up off the top of his head. And lo and behold, I looked it up, and everything he said was true, down to the specific dates, down to the middle names of people that he was referring to, down to the long names of

legislation that we come to know when you add sponsors and cosponsors. He knew them all. It was an unbelievable breadth of knowledge, and we've all experienced it in dealing with Mr. OBERSTAR.

But I know not only where I started these remarks from, is the country a better place for Mr. OBERSTAR having served here? Certainly this House is better. But I know that I am better for having served with Mr. OBERSTAR. So I know you're not going away, Mr. Chairman. I know, Madam Speaker, that the chairman is going to continue to be actively engaged in transportation issues in the country. I, for one, look forward to continuing to work with him, soliciting his advice and expertise. And most importantly, Mr. Chairman, I wish you well.

Ms. MCCOLLUM. I thank the gentleman. I now would like to recognize the Representative from Maryland (Mr. CUMMINGS).

Mr. CUMMINGS. I thank the gentlelady for yielding.

I too come here tonight to honor my good friend Chairman OBERSTAR, and I honor him for all that he is and all that he's not. Chairman OBERSTAR is definitely a pursuer of excellence. Everything he does, he does it to the highest level, and he realizes how important excellence is. I have talked to his staff. I've worked with him, and his staff tells me that if a comma is out of place, they've got a problem. And that's so very significant because one of the things that he talks often about is how we have moved in our country in so many ways to cultures of mediocrity, and we have to get away from that. And so he is a pursuer of excellence.

But he also is a builder. He's not only a builder of bridges and roads, but he is a builder of people. And I am one who has benefited from his handiwork. I will never forget when he and I were working on several projects and I, as chairman of the Coast Guard Subcommittee, he constantly showed me the way to be a stronger and a better chairman. He always had high expectations of me. And because of my respect for him, I wanted to be better, and I became better. And I know that I will go to my grave being thankful for the way he has touched my life.

Finally, he is a visionary. He doesn't worry so much about the next election. He worried more about the next generation. He understood that the bridges still had to stand when he is long gone. He understood that there would be roads that would be built for children who have not yet been born. And he acted every day to make sure that that happened, and that they were done in an excellent way.

So I have come to honor my good friend. I thank God so very, very much for allowing my life to eclipse with his. Little did I know that a young man and the son of former sharecroppers would meet a man from Minnesota who bikes all the time and that our lives would

come together and mesh together and mine would become better. So I thank God for his life, but more important, I thank God for his journey.

Ms. MCCOLLUM. I thank the gentleman.

I would now like to recognize the gentleman from Louisiana (Mr. CAO).

Mr. CAO. Madam Speaker, I rise today to honor the gentleman and legislator from Minnesota's 8th Congressional District, JIM OBERSTAR. I have had the immense pleasure of getting to know Chairman OBERSTAR and have had the pleasure of working with him on important issues, ranging from high-speed rail to FEMA reform. I have enjoyed private conversations with him that have educated me, inspired me, and reminded me of the true meaning of public service. Chairman OBERSTAR will be remembered by all with whom he served in this Chamber as someone who loved this Nation and loved public service.

□ 2650

His service will be remembered by its selflessness and true intentions.

As the distinguished chairman of the House Transportation and Infrastructure Committee, his goal was to keep America safe and moving forward. I recall fondly the hours he and I spent discussing proposals to reform the Army Corps of Engineers and the Federal Emergency Management Agency. The legislation on which we collaborated always had the goal of bettering those two institutions and assisting my district of New Orleans, a love of which we shared.

His transportation policies and initiatives embodied the very meaning of change. He had the creativity to see challenges this Nation will face and to put forward recommendations for how to address them. They will live on within this body as testament to his vision.

I will miss our conversations in committee and on the floor. I could always count on the chairman as the voice of reason and friendship. As he and I leave this great Hall at the end of this session, it is my honor to commend him for his accomplishments and to wish him well.

Ms. MCCOLLUM. Well, we've heard many, many wonderful things about JIM OBERSTAR, and we have many, many people present today who love and who've worked with him. And we are here as a delegation, strong and proud members of Minnesota's Farmer Democratic Labor Party; and that comes as no surprise that JIM fought hard for working people.

As has been pointed out, he comes from the Iron Range. He worked in an iron mine in his youth, and his father was an iron miner and a union official. He fought to include Davis-Bacon prevailing wage provisions in Federal infrastructure.

But he also had a unique side to him that many people were always taken by surprise. This iron ranger spoke

French, and that's because he taught French to U.S. Marines for 4 years in Haiti, and he taught English to Haitian military personnel, another way in which JIM OBERSTAR served our country.

JIM, when I first came here as a Member of Congress, as people have been speaking personally, I came here under bittersweet circumstances. My mentor, my Member of Congress, had passed.

When I came here the office had been closed for several weeks. There was no sharing of supplies. There was no one to turn to. I had two big brothers in the delegation who welcomed the first Member in over 50 years to serve here; and so I not only thank you, as a Member of Congress for all the work that you've done, but I thank you for extending all the courtesies you did to me when I first arrived here to make sure that my constituents were well served. But also all the support you've been to me during my personal tragedies. Thank you, JIM.

JIM's unique expertise should be shared with the next generation of public servants. So we're very happy that the Star Tribune reported last week that the University of Minnesota Hubert Humphrey Institute of Public Affairs is talking to Chairman OBERSTAR about becoming a guest lecturer or a seminar leader. I think that would be a terrific thing to have happen.

And I hope to see a book written by Chairman OBERSTAR in the bookstore across the aisle from my congressional office in St. Paul, but I've got a feeling it'll probably be more than one volume.

So Chairman OBERSTAR, unless you would like to have the last word, we want to thank you for the last time so much for your service.

Mr. KLINE of Minnesota. Madam Speaker, I join my colleagues who today recognize a faithful public servant and proud Minnesotan, Congressman JIM OBERSTAR.

JIM has dedicated his career to the people of Minnesota's 8th Congressional district—serving as their Representative since 1974 and as a staff member to his predecessor, former Representative John Blatnik, for more than a decade.

During his tenure in Congress, JIM was a passionate and unapologetic advocate for the causes he believed in. He rose to prominence as Chairman of the Transportation Committee, where he worked to ensure the safety and security of our nation's transportation infrastructure.

While we found ourselves on opposite ends of most political arguments, I respect Congressman OBERSTAR's accomplishments and the legacy he leaves behind in this House and the great state of Minnesota. I wish him well in his future endeavors.

Mr. RAHALL. Madam Speaker, Appalachia and Minnesota are losing a favorite son in the United States Congress when JIM OBERSTAR, my Chairman and my longtime dear colleague and friend, leaves early next year.

In southern West Virginia, we knew the importance of the agency he brought to life, the Economic Development Administration, and those that he fought to protect, side by side

with me, like the Appalachian Regional Commission. Shepherding through the 2007 Water Resources Development Act, after a woeful seven-year delay, and overriding a presidential veto to get our water infrastructure projects back on track, was among his great recent accomplishments—again bringing essential assistance to West Virginia.

In the nineteenth century, we are told, it took a number of decades for our knowledge base to double in size. Now some estimates suggest our digital information doubles every day. While JIM is still a young man, it really doesn't matter in which century you worked with him, he knows his stuff, and almost all of yours.

That's the sheer force of intellect and determination that have led our Committee and our Nation to an unparalleled influence in the transportation world. His absence in crafting the next surface transportation bill will be missed, but his imprimatur will neither fade nor disappear. Quite the contrary, his lessons and sizable legend will guide us toward sound responsible investment for broader horizons.

Just as his contributions to transportation policy over the years live on in every aspect he touched through both his Chairmanship of the Aviation Subcommittee from 1989 to 1995 and as a powerful ranking member of the full Committee after that.

He also led one of the most successful parts of the Recovery package. His stewardship of the \$64.1 billion for transportation and infrastructure investment in the Recovery Act got America moving again and got projects underway, with unprecedented accountability measures. Timely, transparent reporting, in plain black and white, clearly shows the tremendous impact of transportation spending and how it can be done in a short fashion. Hundreds of thousands of people are working today because of JIM OBERSTAR's leadership.

Even though JIM's career as a Congressional staffer under the tutelage of his mentor, John Blatnik, followed by his brilliant Congressional service, could fill far more than one person's career, JIM OBERSTAR has many more chapters to write in his life and all of us who know him, know that he will. His zest for living fully is only outweighed by his spirit to serve others. There is no question that Jim, my friend, as the poet wrote, is still "strong of will, to strive, to seek, to find and not to yield." Godspeed, Mr. Chairman.

Mr. COSTELLO. Madam Speaker, I rise to commemorate the congressional career of our colleague, Transportation and Infrastructure Committee Chairman JIM OBERSTAR. It is hard to imagine the Congress and the Transportation and Infrastructure Committee without him.

JIM began his legislative service as a clerk on the Subcommittee on Rivers and Harbors for his hometown congressman, John Blatnik. Ten years later, he succeeded his boss and won election to Congress, representing the Iron Range region of Minnesota, where he was born and raised. Over the ensuing 36 years, he has distinguished himself as an undaunted leader of our Caucus and the Transportation and Infrastructure Committee, working in a bipartisan way with great results even when partisanship gripped Congress as a whole. He is the foremost expert in the field, and his vision for how a reliable, efficient transportation network is critical for our national economy is reflected in every major

piece of transportation law over the last 40 years. Moreover, he is a personal friend and has been a teacher and mentor for countless members and staffers, including myself.

Above all else, JIM OBERSTAR is a true public servant, representing his constituents and the Nation with great dedication, skill and selflessness. I know our appreciation of his efforts will only grow over time, and I also know that while it will be in a different capacity, he will continue to work to meet the transportation needs of our country. While I look forward to continuing our work together, it is with great respect and appreciation that we honor JIM's work in Congress. It is truly the end of an era.

Mr. SHUSTER. Madam Speaker, it is my pleasure to recognize the career of an icon of the House of Representatives: JIM OBERSTAR. JIM's decades of leadership and tireless service to this House and especially the Transportation and Infrastructure Committee deserve recognition and I am proud to be able to add my own words to tonight's tribute.

I have known JIM OBERSTAR for a long time. In fact, I've known him longer than I've served in Congress. I first met JIM when my father, Bud Shuster, served on and later chaired the Transportation and Infrastructure Committee. My father still considers JIM one of his dearest friends and holds the highest regard for his work on the Transportation and Infrastructure Committee.

Bud likes to say that he and JIM were "joined at the hip" on transportation and infrastructure initiatives and it's easy to see why. Like my father, Chairman OBERSTAR lives and breathes transportation policy. I can easily say that no one in the House of Representatives today knows more about those issues and their history than JIM OBERSTAR.

It has been an honor to have served with Chairman OBERSTAR on the Transportation and Infrastructure Committee. Together, we tackled critical issues that run at the core of America's strength and prosperity. The roads, railways and jetways of our nation are the arteries through which the commerce of our nation flows. Under his leadership, Chairman OBERSTAR worked tirelessly to ensure that this fact isn't forgotten by policy makers in Washington.

While much was accomplished over his years of service, much more needs to be done to realize America's transportation potential and the work of the committee will continue in the next Congress. It will do so with JIM's indelible mark to help guide us moving forward.

In conclusion Madam Speaker, I congratulate Chairman OBERSTAR on his historic service in the House, both on staff as the administrator of the Committee on Public Works and as a member and later Chairman of the House Transportation and Infrastructure Committee. We are losing a giant in the world of transportation policy and his presence on the committee and this House will be missed.

Mr. GARY G. MILLER of California. Madam Speaker, tonight, I rise to honor my good friend from Minnesota, Chairman JIM OBERSTAR. Over the years we have developed a strong friendship as we have worked together on the Transportation and Infrastructure Committee. Chairman OBERSTAR leaves the House of Representatives as a legend in his own right. He has helped create decades of transportation policy which not only leaves behind a legacy here in the Capitol, but also around the Nation. Chairman OBERSTAR is a great

man that will continue to influence transportation policy in the future through his knowledge of the past. His presence on the Committee will truly be missed, but his influence will continue on through the decades.

Over the years, Chairman OBERSTAR has demonstrated his pragmatic approach to policy. He has always been willing to listen to both sides of an argument before carefully proceeding forward with a position. I, along with others, always knew where Chairman OBERSTAR stood on an issue and he was always willing to take the time to respectfully explain the reasoning behind his position. I have always admired his ability to find common ground and subsequently move forward in the name of sound policy.

While I will miss my good friend from Minnesota, he will continue to be a leader in the world of transportation and water policy. My friend, I wish you the best as you embark on this next adventure in your life.

Mr. SIRES. Madam Speaker, I rise today to honor Chairman JIM OBERSTAR. A man who has devoted his entire life to public service and has been the longest-serving representative in Minnesota history, he will be sorely missed. Chairman OBERSTAR is known to all as a leading expert on aviation and transportation issues. In addition to having unparalleled knowledge on transportation issues, he is also known to be gracious, sincere, and jovial. Particularly to those who sit with me on the House Transportation and Infrastructure Committee, Chairman OBERSTAR is also known as a friend.

Shortly after I joined the House Transportation & Infrastructure Committee, I was honored to have the Chairman visit my district in New Jersey. Together, we went to the Bayonne Bridge and rode the Hudson Bergen Light Rail. I was honored that the Chairman took time out of his busy schedule to visit my district and my constituents. I quickly learned that Chairman OBERSTAR is always looking to solve the transportation problems that Americans face. He has graciously visited the districts of many of my colleagues, and I am sure that he has had many stimulating conversations with them about how we can make our transportation systems work better for our constituents.

Chairman OBERSTAR's background tells much about the person he is today. His father was a coal miner, his mother worked in a shirt factory, and during high school and college he worked in the open pit mines to pay for his education. His family instilled in him a strong sense of public service and 47 years ago, the Chairman began working for his hometown Representative. In 1974, he was elected to Congress and took the place of his former boss. He is the first member of Congress to serve as clerk and chairman to the Committee on Transportation and Infrastructure.

Serving terms in both the minority and majority, Chairman OBERSTAR has always worked in a bi-partisan fashion to successfully implement transportation policy. As Chairman, he pledged to enhance safety and security, invest in infrastructure, and address the twin challenges and global climate change. The Chairman accomplished these goals not only through passage of legislation, but also by exercising oversight with numerous hearings. His work in transportation policy has affected many Americans throughout the Nation. While the last transportation hearing on December

2nd may have been the last time for the Chairman to yield the gavel, I have no doubt that we will all continue to hear of his contributions to Minnesotans and all Americans.

Madam Speaker, I stand here today to applaud Chairman OBERSTAR and wish him continued success.

Mr. PETRI. Madam Speaker, at the end of this Congress, we will say farewell to Congressman JIM OBERSTAR, who has represented Minnesota's 8th District since 1975. But his Congressional career started long before that in 1963 when he was appointed as a staff member on the then-Public Works Committee by Representative John Blatnick (who preceded Congressman OBERSTAR as the representative from Chisholm, MN, and later was Chairman of the Public Works Committee). Forty-four years later, JIM OBERSTAR would rise to become Chairman of that same committee, now known as the Transportation and Infrastructure Committee.

Having served with Chairman OBERSTAR during my entire tenure on the Transportation Committee, I want to acknowledge his expertise, his valuable service and the many contributions he has made over many decades. No one knows more about the history of our nation's infrastructure and the critical role it has played in our development as a nation. He is an expert on the history of the Committee and has had a front row seat to the many dramas that have played out over the years as the Committee has worked to pass good, bipartisan bills to move our country forward in building needed highways and transit, airports, developing our ports, protecting our environment—including our shared interest in the Great Lakes—and improving safety amongst all the transportation modes.

To appreciate the character of JIM OBERSTAR, one needs to look at his background growing up on the Iron Range in the small town of Chisholm. His father was an iron miner and Chairman OBERSTAR himself worked in the open pit mines to pay for his education. Many a time at Committee meetings we would hear stories of the lessons he learned from that experience and how it was a driving force behind his devotion to improving worker safety. As I stated on the Floor a few weeks ago, the people of the Iron Range are going to lose a great and dedicated champion with deep roots in the history of that mining region of the country.

Another essential part of JIM OBERSTAR is his ear for languages. He majored in French at the College of St. Thomas in Minnesota and furthered his proficiency in the language during time spent in Belgium and Haiti. While at a function at the Residence of the French Ambassador, where Mr. OBERSTAR was able to communicate with our hosts in their native language, a Frenchman in attendance informed me that his accent was very good. Something that would make Mr. OBERSTAR very proud, I am sure.

Let me close by recognizing the other essential element in Mr. OBERSTAR's life—his family. He married his wife Jo and raised four children before her death in 1991. For the last 17 years, he has had Jean by his side. My wife and I have been honored to consider them friends. He also has strong Wisconsin connections, with his daughters graduating from Marquette University in Milwaukee and his oldest daughter now raising her family in Kenosha. We expect to be welcoming JIM and

Jean to Wisconsin often as they come to visit the family.

So, it is the end of an era on the Transportation and Infrastructure Committee. I want to express my admiration and thanks for JIM OBERSTAR's service to the Committee and to the House. Most importantly, I appreciate his friendship and the many experiences we have shared over the years. I wish him and Jean all the best as they begin this new phase of their lives.

Mr. DEFAZIO. Madam Speaker, I rise today to honor a man who has served the House of Representatives and the nation for nearly fifty years, and who has been a tenacious protector of our transportation infrastructure, Chairman JAMES L. OBERSTAR.

JIM OBERSTAR has skillfully served the residents of Minnesota's 8th Congressional District for thirty-six years, and served the U.S. House of Representatives for twelve years before that as staff to former Congressman John Blatnick and the House Committee on Public Works. He has served with thirteen Secretaries of Transportation, seven presidents, and thousands of Members of Congress. For nearly fifty years this institution has been fortunate to have a public servant like JIM OBERSTAR as a staffer and Member, and while he has left his mark in countless ways, the United States Congress is losing a titan.

No one knows the meaning of public service more than JIM OBERSTAR and I can think of no one who has more knowledge of and passion for transportation policy. JIM is steeped not only in the history of this legislative body, but in the intricacies and inner workings of every transportation program created in the past sixty years. He is a member of the old guard who is able to put aside political differences to work out a compromise for the greater good. He leaves behind an impressive legacy of important legislation, from laws to ensure the better maintenance and safety of aircraft to bipartisan legislation to ensure gas tax revenues are used only to fix roads and bridges, not to make the budget deficit look smaller.

When I came to Congress twenty-four years ago, I was very pleased to be assigned to what is now called the Committee on Transportation and Infrastructure. I knew the ability to impact our nation's transportation policy could pay dividends by helping American businesses compete in a global economy. It was there I first met JIM, by then a twelve year veteran of the Committee, who helped me learn the ropes of the Committee and imparted on me his passion for transportation policy. He has always been a champion for infrastructure investment and for the little guy. JIM has been a tremendous mentor to me and I only regret we weren't able to complete our surface transportation authorization bill this year.

JIM's legacy in Congress will live on as we continue to work to strengthen our economy by ensuring the U.S. has a safe and world-class transportation system. No other Committee in Congress has had such a significant impact on keeping Americans safe and our economy moving, and there has been no better champion for transportation than JIM OBERSTAR. I will miss my good friend.

Mr. MICHAUD. Madam Speaker, I rise today to recognize Chairman JAMES OBERSTAR for his significant contributions and strong leadership during his time in Congress.

Representing Minnesota's 8th Congressional District since 1975, JAMES OBERSTAR

has demonstrated an exceptional commitment to improving the lives of American citizens and a steadfast dedication to advancing the infrastructure of this country. An expert in aviation and aviation safety, Chairman OBERSTAR has been at the forefront of every major piece of federal transportation legislation that has come before this body in recent years.

As the Chairman of the Transportation and Infrastructure Committee, he has facilitated an open discourse on even the most contentious issues, producing genuine compromise and bipartisan legislation that ensures individuals throughout the country have access to the services they depend on to pursue their livelihoods and move forward. He has been an unwavering proponent of robust investment in our nation's transportation infrastructure.

As I worked to pass legislation creating the Northern Border Regional Commission, a regional economic development commission in the northeast, Chairman OBERSTAR's guidance and support was instrumental. The investments made by the Commission have honored Chairman OBERSTAR's belief that an economy cannot grow without investments in our roads, bridges, railroads and ports, and they will continue to support this view long after he has left the United States Congress.

In his more than 36 years as a member of Congress, Chairman OBERSTAR has displayed an unrivaled understanding of transportation issues. He has been a great colleague, chairman and friend. I am certain that he will be sorely missed.

Madam Speaker, please join me in thanking Chairman JAMES OBERSTAR for his outstanding commitment to this country and Minnesota's 8th Congressional District.

Ms. MCCOLLUM. Madam Speaker, I yield back the balance of my time.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. DAVIS of Illinois (at the request of Mr. HOYER) for today.

Mrs. MCMORRIS RODGERS (at the request of Mr. BOEHNER) for today and the balance of the week on account of the birth of her daughter.

Ms. WOOLSEY (at the request of Mr. HOYER) for today.

SPECIAL ORDERS GRANTED

By unanimous consent, permission to address the House, following the legislative program and any special orders heretofore entered, was granted to:

(The following Members (at the request of Mr. CONYERS) to revise and extend their remarks and include extraneous material:)

Mr. CONYERS, for 5 minutes, today.

Ms. KAPTUR, for 5 minutes, today.

Mr. COURTNEY, for 5 minutes, today.

Mr. DEFAZIO, for 5 minutes, today.

Ms. WOOLSEY, for 5 minutes, today.

Ms. JACKSON LEE of Texas, for 5 minutes, today.

(The following Members (at the request of Mr. JONES) to revise and extend their remarks and include extraneous material:)

Mr. BURTON of Indiana, for 5 minutes, today, December 15, 16, and 17.

Ms. ROS-LEHTINEN, for 5 minutes, today, December 15 and 16.

Mr. FLAKE, for 5 minutes, December 15 and 16.

Mr. LINCOLN DIAZ-BALART of Florida, for 5 minutes, December 15 and 16.

Mr. MCCLINTOCK, for 5 minutes, today and December 15.

Mr. SMITH of New Jersey, for 5 minutes, today.

Mr. GINGREY of Georgia, for 5 minutes, December 15.

Mr. POE of Texas, for 5 minutes, December 17.

Mr. JONES, for 5 minutes, December 17.

Mr. DUNCAN, for 5 minutes, today.

Mr. GOHMERT, for 5 minutes, today.

SENATE BILLS REFERRED

Bills of the Senate of the following titles were taken from the Speaker's table and, under the rule, referred as follows:

S. 2902. An act to improve the Federal Acquisition Institute, to the Committee on Oversight and Government Reform.

S. 3447. An act to amend title 38, United States Code, to improve educational assistance for veterans who served in the Armed Forces after September 11, 2001, and for other purposes, to the Committee on Veterans' Affairs; in addition, to the Committee on Armed Services; and to the Committee on the Budget for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

ENROLLED BILL SIGNED

Lorraine C. Miller, Clerk of the House, reported and found truly enrolled a bill of the House of the following title, which was thereupon signed by the Speaker:

H.R. 5591. An act to designate the airport traffic control tower located at Spokane International Airport in Spokane, Washington, as the "Ray Daves Airport Traffic Control Tower".

SENATE ENROLLED BILL SIGNED

The Speaker announced her signature to an enrolled bill of the Senate of the following title:

S. 3817. An act to amend the Child Abuse Prevention and Treatment Act, the Family Violence Prevention and Services Act, the Child Abuse Prevention and Treatment and Adoption Reform Act of 1978, and the Abandoned Infants Assistance Act of 1988 to reauthorize the Acts, and for other purposes.

BILL PRESENTED TO THE PRESIDENT

Lorraine C. Miller, Clerk of the House reports that on December 10, 2010 she presented to the President of the United States, for his approval, the following bill.

H.R. 4994. To amend the Internal Revenue Code of 1986 to reduce taxpayer burdens and enhance taxpayer protections, and for other purposes.

ADJOURNMENT

Ms. MCCOLLUM. Madam Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 9 o'clock and 24 minutes p.m.), the House adjourned until tomorrow, Wednesday, December 15, 2010, at 10 a.m.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

10856. A letter from the Director of Legislative Affairs, NRCS, Department of Agriculture, transmitting the Department's final rule — Wildlife Habitat Incentive Program (RIN: 0578-AA49) received November 19, 2010, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Agriculture.

10857. A letter from the Director of Legislative Affairs, NRCS, Department of Agriculture, transmitting the Department's final rule — Wildlife Habitat Incentive Program (RIN: 0578-AA49) received November 19, 2010, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Agriculture.

10858. A letter from the Under Secretary, Department of Defense, transmitting a report of a violation of the Antideficiency Act, Air Force Case Number 09-03, pursuant to 31 U.S.C. 1517(b); to the Committee on Appropriations.

10859. A letter from the Director, Defense Procurement and Acquisition Policy, Department of Defense, transmitting the Department's final rule — Defense Federal Acquisition Regulation Supplement; Contract Authority for Advanced Component Development or Prototype Units (DFARS Case 2009-D034) (RIN: 0750-AG76) received November 29, 2010, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Armed Services.

10860. A letter from the Defense Federal Acquisition Regulation Supplement; Department of Defense, transmitting the Department's final rule — Defense Federal Acquisition Regulation Supplement; Cost and Software Data Reporting System (DFARS Case 2008-D027) (RIN: 0750-AG46) received November 29, 2010, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Armed Services.

10861. A letter from the Director, Defense Procurement and Acquisition Policy, Department of Defense, transmitting the Department's final rule — Defense Federal Acquisition Regulation Supplement; Services of Senior Mentors (DFARS Case 2010-D025) received November 29, 2010, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Armed Services.

10862. A letter from the Director, Department of the Treasury, transmitting the Department's final rule — Financial Crimes Network; Confidentiality of Suspicious Activity Reports (RIN: 1506-AA99) received November 29, 2010, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Financial Services.

10863. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Addition of National Toxicology Program Carcinogens; Community Right-to-Know Toxic Chemical Release Reporting [EPA-HQ-TRI-2010-0006; FRL-9231-5] (RIN: 2025-AA28) received November 22, 2010, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

10864. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Air Quality Designations