

107TH CONGRESS
2^D SESSION

H. RES. 567

Recognizing the importance of surface transportation infrastructure to interstate and international commerce and the traveling public and the contributions of the trucking, rail, and passenger transit industries to the economic well being of the United States.

IN THE HOUSE OF REPRESENTATIVES

OCTOBER 1, 2002

Mr. GARY G. MILLER of California (for himself, Mr. YOUNG of Alaska, Mr. OBERSTAR, Mr. BLUMENAUER, Mr. HONDA, Mr. ROGERS of Michigan, Mr. OTTER, Mr. GRAVES, Mr. SHUSTER, Mr. PLATTS, Mr. BROWN of South Carolina, Mr. ISAKSON, and Mr. BOOZMAN) submitted the following resolution; which was referred to the Committee on Transportation and Infrastructure

RESOLUTION

Recognizing the importance of surface transportation infrastructure to interstate and international commerce and the traveling public and the contributions of the trucking, rail, and passenger transit industries to the economic well being of the United States.

Whereas prior to 1890, the United States lacked a holistic, intermodal surface transportation system that linked rural towns and farmland to urban areas and cities for the purposes of travel and interstate commerce;

Whereas the emergence of the automobile and truck after 1900 created a public demand and economic need for improved roads, highways, and byways;

Whereas the mileage of paved roads in the United States rose from 204,000 in 1910 to 369,000 in 1920, thereby greatly enhancing public mobility and interstate commerce;

Whereas by 2020 the number of registered vehicles in the United States is expected to grow from 225,000,000 to about 275,000,000, requiring improvements to roads and highways;

Whereas the construction of roads and highways requires the skills of numerous occupations, including suppliers, manufacturers, builders, and those in engineering, pavement, and gravel industries;

Whereas the industries which design, construct, and maintain roads and highways generate \$200,000,000,000 for the economy annually and sustain about 2,200,000 jobs;

Whereas the advent of the truck, and technological advances expanding its cargo capacity, dramatically increased the ability of the United States to transport goods more quickly and efficiently;

Whereas the trucking industry had \$606,000,000,000 in gross freight revenues, representing 87.5 percent of the Nation's freight bill in 2000;

Whereas intercity trucks logged 1,093,000,000 ton-miles in 1999, representing almost 30 percent of the total domestic intercity ton-miles logged by all modes;

Whereas commercial trucks consumed more than 44,000,000,000 gallons of fuel and paid \$30,500,000,000 in Federal and State highway-user taxes in 1999;

Whereas by 2013 the total number of commercial trucks will increase by a third, from 6,000,000 to 8,000,000;

Whereas there were 3,090,000 truck drivers in 2000 and 9,900,000 employed throughout the United States economy in jobs that relate to the trucking industry in 1999;

Whereas trucks transported more than 83 percent of the value of trade between the United States and Mexico and more than 73 percent between the United States and Canada in 1999;

Whereas prior to the development of a national system of roads and highways for automobiles and trucks, the railway system served as the primary mode of interstate travel for the American public and facilitated goods movement throughout the United States;

Whereas America's freight railroads carry more than 40 percent of the Nation's intercity freight, including approximately 70 percent of vehicles from domestic manufacturers and more than 65 percent of the Nation's coal to coal-fired plants;

Whereas railroads in the United States originated nearly 33,000,000 carloads of freight, including more than 9,000,000 intermodal trailers and containers, and had a freight volume of 1,530,000,000,000 ton-miles in 2000;

Whereas on average it costs 29 percent less to move freight by rail in 2000 than it did in 1981 and 59 percent less in inflation-adjusted dollars;

Whereas from 1980 to 2001 Class I freight railroads invested more than \$290,000,000,000 to maintain and improve infrastructure and equipment and reduced the number of train accidents per million train-miles by 64 percent;

Whereas the railroad industry employed more than 230,000 workers in 2001, including engineers, conductors, clerks, executives, and maintenance workers;

Whereas railways and railroads move people and commodities in an efficient way and contribute more than \$30,000,000,000 to the economy through wages, fringe benefits, purchases, and taxes;

Whereas the public transportation system in the United States includes buses, trolley-buses, vanpools, jitneys, heavy railways, light railways, commuter railways, cable cars, monorails, aerial tramways, and ferryboats;

Whereas Americans used public transportation a record 9,500,000,000 times in 2001 and transit ridership has grown 23 percent since 1995;

Whereas public expenditures to operate, maintain, and invest in public transportation systems in America amount to about \$15,400,000,000 each year;

Whereas there are more than 360,000 transit employees who work to operate, maintain, and manage America's public transportation system;

Whereas public transit helps to reduce vehicular traffic congestion on roads and highways and leads to cleaner air;

Whereas public transit continues to be one of the safest modes of travel and helps conserve energy and reduce America's dependency on foreign oil; and

Whereas public transit has provided the elderly and millions of Americans with disabilities expanded mobility and freedom to travel United States: Now, therefore, be it

- 1 *Resolved*, That the House of Representatives recog-
- 2 nizes the trucking, railroad, and passenger transit indus-

1 tries, and the workers in industries which operate, design,
2 build, and maintain the rights of way along which trucks,
3 freight trains, buses, and commuter trains travel—

4 (1) for the immense contribution they make to
5 the economy by facilitating international and inter-
6 state commerce;

7 (2) for their contribution to the freedom of the
8 traveling public which uses roads, highways, and
9 railways for the purposes of business and leisure;
10 and

11 (3) for their conscientious effort to improve
12 safety, increase efficiency, and better the environ-
13 ment in communities throughout the United States.

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