

RECOGNIZING THE 50TH ANNIVERSARY OF THE  
INTERSTATE HIGHWAY SYSTEM

JUNE 13, 2006.—Referred to the House Calendar and ordered to be printed

Mr. YOUNG of Alaska, from the Committee on Transportation and  
Infrastructure, submitted the following

R E P O R T

[To accompany H. Con. Res. 372]

The Committee on Transportation and Infrastructure, to whom was referred the concurrent resolution (H. Con. Res. 372) recognizing the 50th Anniversary of the Interstate Highway System, having considered the same, report favorably thereon with amendments and recommend that the concurrent resolution as amended be agreed to.

The amendments are as follows:

Strike out all after the resolving clause and insert in lieu thereof the following:

That Congress—

(1) recognizes the golden anniversary year of the Dwight D. Eisenhower National System of Interstate and Defense Highways;

(2) recognizes the achievements of the Federal Highway Administration (and its predecessor, the Bureau of Public Roads), the State departments of transportation, and the highway construction industry, including contractors, designers, engineers, laborers, materials producers, and equipment companies, for their contributions to the construction of the Interstate Highway System and the quality of life of the citizens of the United States; and

(3) encourages citizens, communities, government agencies, and other organizations to promote and participate in celebratory and educational activities marking this uniquely important and historic milestone.

Amend the preamble to read as follows:

Whereas on June 29, 1956, President Dwight D. Eisenhower signed the Federal-Aid Highway Act of 1956 to establish a 41,000-mile National System of Interstate and Defense Highways, known as the “Interstate Highway System”, and the Highway Revenue Act of 1956 to create a Highway Trust Fund;

Whereas in 1990, the National System of Interstate and Defense Highways was renamed the “Dwight D. Eisenhower National System of Interstate and Defense Highways” to recognize President Eisenhower’s role in the creation of the system;

- Whereas in 2006, this web of superhighways, now spanning a total of 46,876 miles throughout the United States, has had a powerful and positive impact on our national life;
- Whereas the Interstate Highway System has proven vital in transporting people and goods from one region to another speedily and safely;
- Whereas the Interstate Highway System has facilitated trade both within our national borders and globally and helped create unprecedented economic expansion and opportunities for millions of Americans;
- Whereas the Interstate Highway System has brought diverse communities throughout our land closer together and kept us connected to one another as well as the larger world;
- Whereas the Interstate Highway System has made it easier and often more enjoyable to travel to long-distance destinations and spend time with family members and friends who live far away;
- Whereas the Interstate Highway System is a pivotal component in our national system of defense and emergency preparedness efforts;
- Whereas the Interstate Highway System remains one of our country's paramount assets as well as a symbol of human ingenuity and freedom; and
- Whereas this anniversary provides an occasion to both honor one of the largest public works achievements of all time and reflect on how it can remain effective in the years ahead: Now, therefore, be it

#### PURPOSE OF THE LEGISLATION

House Concurrent Resolution 372 was introduced by Mr. Young, Mr. Oberstar, Mr. Petri, Mr. DeFazio et al. The purpose of H. Con. Res. 372 is to recognize the 50th Anniversary of the Interstate Highway System and to the achievements of State departments of transportation and the highway construction industry for their contributions to the construction of the Interstate Highway System and the quality of life of the citizens of the United States.

#### SUMMARY

On June 29, 1956, President Dwight D. Eisenhower signed the Federal-Aid Highway Act of 1956 which established a 41,000-mile National System of Interstate and Defense Highways, known today as the Interstate Highway System. That same year, the Congress also passed, and President Eisenhower signed, the Highway Revenue Act, creating the Highway Trust Fund, a budgetary mechanism to finance United States highway programs through user fee taxes, principally the Federal gas tax.

From 1956, when the Interstate system was established, this web of superhighways has grown to now span a total of 46,876 miles throughout the United States, and has helped create an unprecedented economic expansion and opportunities for millions of Americans. H. Con. Res. 372 recognizes the Anniversary of the Interstate Highway System and recognizes the achievements of State departments of transportation, the highway construction industry and the Federal Highway Administration for their contributions to the construction of the Interstate Highway System and the quality of life of the citizens of the United States.

#### LEGISLATIVE HISTORY AND COMMITTEE CONSIDERATION

On April 5, 2006 the Full Committee met in open session and ordered H. Con. Res. 372 favorably reported, as amended, by voice vote.

## ROLLCALL VOTES

Clause 3(b) of rule XIII of the House of Representatives requires each committee report to include the total number of votes cast for and against on each rollcall vote on a motion to report, and on any amendment offered to the measure or matter, and the names of those members voting for and against. There were no rollcall votes.

## COMMITTEE OVERSIGHT FINDINGS

With respect to the requirements clause 3(c)(1) of rule XIII of the Rules of the House of Representatives, the Committee's oversight findings and recommendations are reflected in this report.

## COST OF LEGISLATION

Pursuant to clause 3(d)(2) of rule XIII of the Rules of the House of Representatives, the committee estimates that adopting H. Con. Res. 372 would result in no significant cost to the federal government.

## COMPLIANCE WITH HOUSE RULE XIII

1. With respect to the requirement of clause 3(c)(2) of rule XIII of the Rules of the House of Representatives, and 308(a) of the Congressional Budget Act of 1974, the Committee advises that the resolution contains no measure that authorizes funding, and that there will be no change in funding levels to Federal-aid highway programs as a result of this legislation.

2. With respect to the requirement of clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the Committee advises that the resolution contains no measure that authorizes funding, so no statement of general performance and objectives for any measure that authorizes funding is required.

3. With respect to the requirement of clause 3(c)(3) of rule XIII of the Rules of the House of Representatives and section 402 of the Congressional Budget Act of 1974, the Committee advises that the resolution contains no measure that authorizes funding and that no report of the Congressional Budget Office is necessary.

## CONSTITUTIONAL AUTHORITY STATEMENT

Pursuant to clause (3)(d)(1) of rule XIII of the Rules of the House of Representatives, committee reports on a bill or joint resolution of a public character shall include a statement citing the specific powers granted to the Congress in the Constitution to enact the measure. The Committee on Transportation and Infrastructure finds that Congress has the authority to enact this measure pursuant to its powers granted under article I, section 8 of the Constitution.

## PREEMPTION CLARIFICATION

Section 423 of the Congressional Budget Act of 1994 requires the report of any Committee on a bill or joint resolution to include a statement on the extent to which the bill or joint resolution is intended to preempt state, local or tribal law. The Committee states that H. Con. Res. 372 does not preempt any state, local, or tribal law.

ADVISORY COMMITTEE STATEMENT

No advisory committees within the meaning of section 5(b) of the Federal Advisory Committee Act were created by this legislation.

APPLICABILITY TO THE LEGISLATIVE BRANCH

The Committee finds that the legislation does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the Congressional Accountability Act. (Public Law 104-1).

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

H. Con. Res. 372 makes no changes to existing law.