work in a bipartisan approach to work with the committee's leadership to make Mr. OLSON's, as well as many others who made the same request, to make that request a reality.

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

Mr. BOOZMAN. Mr. Speaker, again, I do support H.R. 4165 and urge my fellow Members to vote for the bill. I appreciate Mr. LARSEN. I know that he has worked hard on this in trying to bring the issue forward and provide a permanent fix.

My hope is that in the reauthorization of WRDA that we can all, as was mentioned, work in a very bipartisan way, because this is an entity that has worked very, very well. And I think all of us agree that it really is a success story. So hopefully we can work together, he and Mr. OLSON and our leadership on the committee, so that we can provide for a permanent fix of the program, a permanent authorization, and not have to go through this every year.

Mr. OBERSTAR. Mr. Speaker, I am pleased to support H.R. 4165, a bill to extend authority of the Secretary of the Army to accept funds from non-Federal public entities for the consideration of permits under the Clean Water Act and the Rivers and Harbor Act of 1899.

This language is modeled after language included in the Water Resources Development Act of 2007 that included a short-term extension of the U.S. Army Corps of Engineers, corps, section 214 permit review authority. That authority expires at the end of the current calendar year, and this legislation will continue the program through the end of December 2010.

I have been carefully monitoring the implementation of this authority. While this authority is very popular for the local public entities that have used it, we need to ensure that this authority does not affect the objectivity of the regulator.

In May 2007, the Government Accountability Office, GAO, issued a report, upon my request, which expressed concern with the overall implementation of the section 214 authority. This report recommended several improvements to increase the overall transparency and impartiality of corps' permit reviews conducted with outside funds.

Earlier this year, I requested GAO to reevaluate whether these recommendations had been implemented by the corps. In November, the staff of the Subcommittee on Water Resources and Environment received a briefing by GAO that suggested additional improvements to the program were still warranted.

As a track record of implementation develops, the Committee on Transportation and Infrastructure, committee, will have an opportunity to further review the implementation of this authority, and ensure that the corps' review of permit applications is a fair and equitable process.

The committee will further consider this issue next year during its development of the Water Resource Development Act. However, because that process will take place after the existing program authority expires, it is appropriate that we provide for an additional, short-term extension of the section 214 authority.

I urge my colleagues to join me in supporting H.R. 4165.

Mr. BOOZMAN. With that, I yield back the balance of my time.

Mr. LARSEN of Washington. Mr. Speaker, I urge everyone to support H.R. 4165, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Washington (Mr. LARSEN) that the House suspend the rules and pass the bill, H.R. 4165.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

WATER RESOURCES DEVELOPMENT ACT OF 1992 AMENDMENT

Mr. LARSEN of Washington. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1854) to amend the Water Resources Development Act of 1992 to modify an environmental infrastructure project for Big Bear Lake, California.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1854

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. BIG BEAR LAKE, CALIFORNIA

Section 219(f)(84) of the Water Resources Development Act of 1992 (121 Stat. 1259) is amended to read as follows:

''(84) BIG BEAR LAKE, CALIFORNIA.—$9,000,000 for water supply infrastructure improvements for Big Bear Lake, California.''.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Washington (Mr. LARSEN) and the gentleman from Arkansas (Mr. BOOZMAN) each will control 20 minutes.

The Chair recognizes the gentleman from Washington.

GENERAL LEAVE

Mr. LARSEN of Washington. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 1854.

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

There was no objection.

Mr. LARSEN of Washington. Mr. Speaker, I ask the House to consider H.R. 1854 to amend the Water Resources Development Act of 1992 to modify the environmental infrastructure project for Big Bear Lake, California. This bill provides technical corrections to the Big Bear Lake project, originally authorized in the Water Resources Development Act of 2007.

H.R. 1854 changes the authorized purpose of the Big Bear Lake project from wastewater treatment to water supply infrastructure. In addition, the authorized funding level is reduced by $6 million to a $9 million authorized funding level. We have no objections to this bill as introduced.

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

Mr. BOOZMAN. Mr. Speaker, I yield myself such time as I might consume.

Mr. Speaker, I rise in support of H.R. 1854, amending the Water Resources Development Act of 1992 to modify a project in the vicinity of Big Bear, California.

The Water Resources Development Act of 2007 was enacted in November 2007. Included in the bill is a project that authorized assistance for the city of Big Bear, California. As authorized, the bill provided $15 million of assistance to the city to construct a wastewater treatment facility.

Since enactment, however, the city has decided against constructing the project and would instead use the authority to upgrade its water supply distribution system at a lower cost than originally authorized. The new cost of the project is $9 million.

This project is especially critical to this region of California which is typically subjected to catastrophic wildfires. Upgrades to the water supply in the vicinity of Big Bear would increase water pressure at peak demand periods and improve water quality.

It's not often that a Member of Congress asks us to cut authorized levels of funding for their congressional district. This bill is an act of good governance and truth-in-budgeting.

I want to thank Representative LEWIS for his leadership on this issue and urge all Members to vote in favor of H.R. 1854.

Mr. LEWIS of California. Madam Speaker, I rise in support of H.R. 1854.

This bill will revise a previously authorized project to allow the mountain community of Big Bear, which is located in the 41st Congressional District, to move forward with the Army Corps of Engineers to begin replacement of an aging water infrastructure. The bill reduces the authorized amount of the project by $3 million.

The city of Big Bear Lake currently distributes water through pipes that are over 70 years old and crumbling by the minute. This lack of integrity from the water infrastructure has led to declining water quality, massive water loss, and dangerously low flow levels that do not meet firefighting standards.

California is in the midst of a water crisis, and San Bernardino County has been granted Federal disaster status due to extreme drought conditions. In a misguided effort to protect fish, the Federal Government has shut off pumps for the California Aqueduct, further reducing water supplies for southern California communities. Under these severe conditions, we cannot overlook any opportunity to conserve what water we have. This bill will provide immediate and measurable conservation.

Equally dire, Big Bear is located within the San Bernardino National Forest. Because of lack of consistent management in the past, the San Bernardino National Forest has become a powder keg for wildfire. We have made some progress at reducing the threat through aggressive hazardous fuels removal, but the danger remains extreme. Replacing the water infrastructure will help protect the Big Bear community and provide the U.S. Forest Service with another vital weapon in the event of catastrophic wildfire.

As a side benefit, the increased pressure in the pipes will also drastically reduce the power consumption currently needed to pump water throughout the system. It has been a priority of this Congress to implement policies that conserve resources and I believe this bill is consistent with those goals.

I urge a "yes" vote of H.R. 1854.

Mr. OBERSTAR. Mr. Speaker, I rise in support of H.R. 1854, offered by the gentleman from California (Mr. LEWIS), to amend the Water Resources Development Act of 1992 to modify an environmental infrastructure project for Big Bear Lake, California. The Big Bear Lake project was originally authorized in Water Resources Development Act of 2007 for the purpose of wastewater treatment at a funding level of $15 million. This bill modifies the Big Bear Lake Project, reducing the authorized funding to $9 million and changing the project purpose to water supply infrastructure.

I urge my colleagues to join me in supporting H.R. 1854.

Mr. BOOZMAN. Mr. Speaker, having no further speakers, I yield back the balance of my time.

Mr. LARSEN of Washington. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Washington (Mr. LARSEN) that the House suspend the rules and pass the bill, H.R. 1854.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

AUTHORIZATION FOR SMITHSONIAN INSTITUTION TO CONSTRUCT A VEHICLE MAINTENANCE BUILDING

Mr. BRADY of Pennsylvania. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3224) to authorize the Board of Regents of the Smithsonian Institution to plan, design, and construct a vehicle maintenance building at the vehicle maintenance branch of the Smithsonian Institution located in Suitland, Maryland, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3224

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. VEHICLE MAINTENANCE BUILDING, SUITLAND, MARYLAND.

(a) AUTHORITY TO PLAN, DESIGN, AND CONSTRUCT.—The Board of Regents of the Smithsonian Institution is authorized to plan, design, and construct a vehicle maintenance building at the vehicle maintenance branch of the Smithsonian Institution located in Suitland, Maryland.

(b) PURPOSE OF BUILDING.—The purpose of the building shall be to provide a facility to be used for housing, maintaining, and repairing vehicles and transportation equipment of the Smithsonian Institution.

SEC. 2. AUTHORIZATION OF APPROPRIATIONS.

There is authorized to be appropriated to carry out this Act $4,000,000 for fiscal year 2010.

The SPEAKER pro tempore (Mr. LARSEN of Washington). Pursuant to the rule, the gentleman from Pennsylvania (Mr. BRADY) and the gentleman from Nebraska (Mr. TERRY) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania.

GENERAL LEAVE

Mr. BRADY of Pennsylvania. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks on the consideration of H.R. 3224.

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

There was no objection.

Mr. BRADY of Pennsylvania. Mr. Speaker, H.R. 3224 would authorize $4 million in fiscal year 2010 for the Smithsonian Institution to plan, design and construct a vehicle maintenance building at its facilities in Suitland, Maryland. Our committee ordered the bill reported unanimously.

The new building would absorb the vehicle maintenance functions for the entire Smithsonian complex in the Washington area. These are currently performed in a constricted and increasingly dysfunctional space at the General Services Building within the National Zoo in northwest Washington, D.C.

The vehicle maintenance functions, which cover the maintenance, repair and fueling of about 780 Smithsonian-owned vehicles and pieces of equipment, are not compatible with the surrounding environment at the zoo and would be better served at the Suitland facility, which has more space and is isolated from public access. The space being vacated at the zoo would be converted to other uses.

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The bill authorizes the planning, design and construction of this project, which would give the Committee on House Administration primary jurisdiction. The Committee on Transportation and Infrastructure, which has an additional referral, also reported this bill. The fiscal year 2010 Interior appropriations conference report, which has been enacted into law, contains the necessary funding for this bill, and I urge the approval of the legislation.

I reserve the balance of my time.

Mr. TERRY. I yield myself as much time as I may consume.

Mr. Speaker, I rise in support of this bill, which will provide for the construction of a vehicle maintenance branch at the National Zoo to benefit the zoo and larger Smithsonian Institution operations. The course of action prescribed by this bill is the result of a careful analysis of alternatives, which has demonstrated that the onsite construction of a vehicle maintenance facility would prove to be, roughly, 40 percent cheaper than developing an offsite facility. Additionally, this bill will provide for the better environmental stewardship in the operations of the National Zoo and of the Smithsonian Institution.

I want to thank Mr. BECERRA for bringing this forward. Accordingly, I request that my colleagues on this side of the aisle support this suspension.

Mr. Speaker, I just want to thank Mr. LUNGREN for his efforts on this measure, and I yield back the balance of my time.

Mr. BRADY of Pennsylvania. I would like to thank Mr. LUNGREN, too, for his cooperation on this and for hurrying over just a second or two late.

Mr. OBERSTAR. Mr. Speaker, I rise in support of H.R. 3224, a bill to authorize the Board of Regents of the Smithsonian Institution to plan, design and construct a vehicle maintenance facility at the vehicle maintenance branch of the Smithsonian Institution located in Suitland, Maryland.

Currently the bulk of the Smithsonian's vehicle maintenance is conducted from the National Zoo's General Services Building. The Vehicle Maintenance Branch is responsible for maintenance, repair, and fueling of more than 780 Smithsonian vehicles and pieces of equipment valued at over $17 million. However, the vehicle maintenance operations over the years have become incompatible with the other needs of the General Services Building. After researching the potential of leasing a facility, the Smithsonian Institution determined the most economical method of housing its fleet management and maintenance operations was to request authority to build a facility on government-owned property located in Suitland, Maryland.

Transferring the vehicle maintenance operations to a new site will increase the ability of the Smithsonian to use alternative fuels in its vehicles. The proposed site at Suitland currently has both a compressed natural gas fueling station and a gasoline fueling station. Furthermore, the Smithsonian plans to install E–85 and bio-diesel above-ground fuel tanks at the facility. The Zoo's General Services Building does not have the space available to accommodate these alternative fuel tanks.

I urge my colleagues to join me in supporting H.R. 3224.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania (Mr. BRADY) that the House suspend the rules and pass the bill, H.R. 3224.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

FUNDING FOR CONTINUED TYPE 1 DIABETES RESEARCH

Mrs. CAPPS. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 35) expressing the sense of the House of Representatives that Congress should provide increased Federal funding for continued type 1 diabetes research.

The Clerk read the title of the resolution.

The text of the resolution is as follows: