

during my tenure on the subcommittee has been the staff director, Rick Barnett.

Anyone who is here for any period of time at all, Mr. Speaker, recognizes that while we get to stand in front of the C-SPAN cameras, it is the staff that is the oil and grease and everything else that makes this place go.

Rick Barnett has provided professional service to not only the members of the subcommittee, but to the members of the full committee, and I could not have done my job and I know the chairman of our subcommittee, the gentleman from New Jersey (Mr. FRANKS), could not have done his job without him. As a matter of fact, during my three terms, we have had three chairmen, the gentleman from Maryland (Mr. GILCHREST), Mr. Kim, and now we have had the gentleman from New Jersey (Mr. FRANKS), and Mr. Barnett has been the one constant that has made sure all of the "t's" were crossed and "i's" were dotted.

Mr. Barnett, I will miss you very much.

Mr. OBERSTAR. Mr. Speaker, will the gentleman yield?

Mr. LATOURETTE. I yield to the gentleman from Minnesota, the distinguished ranking member.

Mr. OBERSTAR. Mr. Speaker, I thank the gentleman for yielding, and especially thank him for taking time to pay tribute to Mr. Barnett. I also appreciate the gentleman's kind words about my previous remarks on the Elliott bill.

Mr. Speaker, I am quite surprised that our colleague on the subcommittee is leaving. I have memos in my files going back to the early 1990s when Mr. Barnett began service on the committee and our side had the majority. His memos were a model of rectitude and thoroughness then, as they are today. He has provided great service.

He is a thoroughgoing professional, a gentleman in the fullest sense of that term, but especially a bicyclist. It is not well known that he is a superb competition-level bicyclist, and the only solace I can take in his leaving the committee is that I will now probably be the strongest bicyclist on the committee among members or staff, either side of the aisle. That is the only consolation we take.

□ 1900

We regret greatly Mr. Barnett's departure from the committee and wish him success in all that he undertakes. Wherever he lands, he will be a success because he has demonstrated his professionalism here and his objectivity and thorough pursuit of the highest goal of public service. My congratulations.

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

Mr. Speaker, I thank the distinguished ranking member of the full committee; and I would just mention

to him, if I am his only competition in cycling, he is going to be way, way ahead of any threat.

Mr. Speaker, I yield 1 minute to the gentleman from Maryland (Mr. GILCHREST), who was the first chairman that I served under on this wonderful subcommittee.

Mr. GILCHREST. Mr. Speaker, I thank the gentleman from Ohio (Mr. LATOURETTE) for yielding me this time.

Mr. Speaker, I would like to make a comment about Mr. Barnett's service on the committee. It was my first time as chairman of the committee and Rick ensured that the stability, the consistency, and the professionalism of that committee was carried out in an efficient, prompt manner.

I would also like to say something above Rick Barnett's ability to ride a bicycle. He is also a good horseback rider. In fact, on the day of the tragedy in Oklahoma, when the Murrah Building was bombed, Rick and I were riding horses in Kennedyville, Maryland, on the Eastern Shore when we came back to the House and saw that tragedy unfold. From that point on, Rick made sure that our committee was fully engaged in the healing process and the legislative process to ensure that that type of terrorist activity would not happen again.

So I salute Mr. Barnett in his future career.

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

Mr. Speaker, I think from comments of the gentleman from Maryland (Mr. GILCHREST), we now see Mr. Barnett embodies the intermodalism we are so proud of on the Committee on Transportation and Infrastructure. I would urge passage of the bill.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Ohio (Mr. LATOURETTE) that the House suspend the rules and pass the bill, H.R. 4806.

The question was taken.

Mr. LATOURETTE. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

#### GENERAL LEAVE

Mr. LATOURETTE. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 4806, the measure just considered by the House.

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

There was no objection.

#### EXPRESSING SENSE OF CONGRESS REGARDING HISTORIC SIGNIFICANCE OF 210TH ANNIVERSARY OF ESTABLISHMENT OF COAST GUARD

Mr. GILCHREST. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 372) expressing the sense of the Congress regarding the historic significance of the 210th anniversary of the establishment of the Coast Guard, and for other purposes.

The Clerk read as follows:

H. CON. RES. 372

Whereas the Revenue Cutter Service was established in 1790 under the jurisdiction of the Treasury Department;

Whereas the Revenue Cutter Service and the United States Life-Saving Service were combined in 1915 to form the Coast Guard;

Whereas in April 1967, the Coast Guard was transferred to the Department of Transportation where it remains today (except when operating as a service in the Navy in times of war);

Whereas the Coast Guard is comprised of nearly 35,000 active personnel and 28,000 reserve personnel;

Whereas the Coast Guard is supported by approximately 35,000 volunteers of the Coast Guard Auxiliary;

Whereas the Coast Guard is the Nation's premier military, multimission, maritime service that provides unique, nonredundant, complimentary capabilities to safeguard United States national security interests;

Whereas the Coast Guard provides unique services and benefits to the United States through a distinctive blend of humanitarian, law enforcement, diplomatic, and military capabilities;

Whereas the 5 operating roles of the Coast Guard are maritime safety, maritime security, protection of natural resources, maritime mobility, and national defense;

Whereas each year the Coast Guard conducts on average more than 65,000 search and rescue missions, saving over 5,000 lives and \$1,400,000,000 in property;

Whereas each year the Coast Guard, through its drug interdiction efforts, keeps more than \$3,000,000,000 worth of drugs off United States streets;

Whereas the Coast Guard safeguards ocean resources from degradation by pollution and overuse through marine environmental protection and fisheries enforcement programs;

Whereas each year the Coast Guard responds to more than 11,600 hazardous waste spills, inspects approximately 34,000 United States vessels and 19,400 foreign vessels, and investigates over 7,400 marine accidents;

Whereas the Coast Guard maintains the largest system of aids to navigation in the world, with more than 50,000 buoys, fixed markers, and lighthouses;

Whereas the Coast Guard provides critical ice breaking services for the Nation's inland waterways and shipping channels;

Whereas the Coast Guard is responsible for approximately 18,000 highway and railroad bridges that span navigable waterways throughout the Nation;

Whereas the Coast Guard plays a leading role in the Nation's undocumented migrant interdiction activities;

Whereas the Coast Guard is a military service and a branch of the Armed Forces, and plays a crucial role in the President's strategy of international engagement;

Whereas Coast Guard personnel have fought in every major military conflict since its inception in 1790; and

Whereas the men and women serving in the Coast Guard embody a rich tradition of