

Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run.

The Clerk read the title of the concurrent resolution.

The text of the concurrent resolution is as follows:

H. CON. RES. 309

Resolved by the House of Representatives (the Senate concurring),

SECTION 1. AUTHORIZATION OF USE OF CAPITOL GROUNDS FOR D.C. SPECIAL OLYMPICS LAW ENFORCEMENT TORCH RUN.

On June 6, 2008, or on such other date as the Speaker of the House of Representatives and the Committee on Rules and Administration of the Senate may jointly designate, the 2008 District of Columbia Special Olympics Law Enforcement Torch Run (in this resolution referred to as the "event") may be run through the Capitol Grounds as part of the journey of the Special Olympics torch to the District of Columbia Special Olympics summer games.

SEC. 2. RESPONSIBILITY OF CAPITOL POLICE BOARD.

The Capitol Police Board shall take such actions as may be necessary to carry out the event.

SEC. 3. CONDITIONS RELATING TO PHYSICAL PREPARATIONS.

The Architect of the Capitol may prescribe conditions for physical preparations for the event.

SEC. 4. ENFORCEMENT OF RESTRICTIONS.

The Capitol Police Board shall provide for enforcement of the restrictions contained in section 5104(c) of title 40, United States Code, concerning sales, advertisements, displays, and solicitations on the Capitol Grounds, as well as other restrictions applicable to the Capitol Grounds, in connection with the event.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Hawaii (Ms. HIRONO) and the gentleman from Wisconsin (Mr. PETRI) each will control 20 minutes.

The Chair recognizes the gentlewoman from Hawaii.

GENERAL LEAVE

Ms. HIRONO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous material on H. Con. Res. 309.

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

There was no objection.

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

House Concurrent Resolution 309 authorizes the use of the Capitol grounds for the District of Columbia's Special Olympics Law Enforcement Torch Run. I thank Representative ELEANOR HOLMES NORTON for bringing this measure to the floor.

The Capitol Police, along with the D.C. Special Olympics, will participate in the torch run to be held on June 6, 2008. The D.C. Special Olympics will work closely with the Capitol Police and the Architect of the Capitol to make sure that the event is in full compliance with the rules and regulations governing the use of Capitol grounds. Consistent with all events on

Capitol Hill, the event will be free and open to the public.

The Law Enforcement Torch Run for the Special Olympics is run nationwide by law enforcement officers, leading up to each State's or National Special Olympics summer games. As a matter of fact, I have participated a number of times in Hawaii's Law Enforcement Torch Run.

Each year, nearly 50 local and Federal law enforcement agencies in Washington, D.C. participate to show their support of the D.C. Special Olympics. This torch relay event is a traditional part of the opening ceremonies for the Special Olympics which will take place at Catholic University in the District of Columbia. I urge my colleagues to join me in supporting this resolution.

I reserve the balance of my time.

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

The resolution before us, House Concurrent Resolution 309, as has been pointed out, authorizes the use of the Capitol grounds for the District of Columbia's Special Olympics Law Enforcement Torch Run to be held June 6, 2008. Capitol Police and Metropolitan Police Department will serve as co-sponsors of this year's event.

Special Olympics is an international organization dedicated to enriching the lives of children and adults with disabilities through athletics and through competition. The torch run is a special event that works with Federal and local police departments to run the Flame of Hope to Fort McNair, the site of the local Special Olympics games.

The torch will be lit in a ceremony recognizing supporters of the Special Olympics on the west steps of the United States Capitol. Nearly 1,200 police officers, Special Olympics athletes, and members of the public will be present for the ceremony torch lighting and the start of the run. Once lit, the torch will be carried by police officers to Fort McNair.

More than 26 police departments will join together to support the Special Olympics by raising money, carrying the torch, or running in support of the Special Olympics. Support of Congress has helped this special event hold an opening ceremony on the Capitol grounds that works with both Federal and local police departments to support the Special Olympics. This year's event will be the 23rd held on the Capitol grounds. I encourage my colleagues to join the law enforcement community in supporting the Special Olympics and in joining me in supporting the resolution before us.

Mr. OBERSTAR. Mr. Speaker, I rise in strong support of H. Con. Res. 309, authorizing the use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run.

The District of Columbia Special Olympics is the premier event in this region that highlights the athletic accomplishments of children and young adults with disabilities. We all owe a special thanks to the tenacity to Eunice Kennedy Shriver and her family for exceptional work on behalf of persons with disabilities.

Law enforcement officers, who are part of the extensive volunteer network that support the games, carry the Olympic torch across the Capitol Grounds through the District of Columbia to Catholic University. The event will be open to the public and free of charge. The event sponsors will work with the Capitol Police Board to ensure all rules and regulations are followed.

These games are a wonderful expression of inclusiveness and a confirmation of individual contribution. I enthusiastically support this resolution and the very worthwhile endeavor of the Special Olympics.

I urge my colleagues to join me in agreeing to the resolution.

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

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

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Hawaii (Ms. HIRONO) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 309.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. PETRI. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

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.

The point of no quorum is considered withdrawn.

MOTORCYCLE SAFETY AWARENESS MONTH

Ms. HIRONO. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 339) supporting the goals of Motorcycle Safety Awareness Month, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 339

Whereas approximately 7,000,000 motorcyclists ride on our Nation's roads and highways to commute, travel, and recreate;

Whereas motorcycles are a valuable component of the transportation mix;

Whereas motorcycles are fuel-efficient and decrease congestion while having little impact on our Nation's transportation infrastructure;

Whereas the United States is the world leader in motorcycle safety, promoting education, licensing, use of protective gear, and motorcycle awareness;

Whereas the motorcycling community is committed to decreasing motorcycle crashes through licensing, training, education, enforcement, personal responsibility, and increased public awareness;

Whereas, according to a comprehensive study conducted on motorcycle crash causation in the United States the "Motorcycle Accident Cause Factors and Identification of Countermeasures" (Hurt Report), in approximately two-thirds of fatal car-motorcycle crashes, the driver of the car was at fault;

Whereas motorcycle awareness is beneficial to all road users and will help to decrease car-motorcycle crashes;

Whereas May is designated as "Motorcycle Safety Awareness Month"; and

Whereas National Highway Traffic Safety Administration promotes Motorcycle Safety Awareness Month to encourage riders to always wear helmets and other protective gear, never drink and ride, be properly licensed, and get training and to remind all riders and motorists to always share the road: Now, therefore, be it

Resolved, That the House of Representatives—
(1) *recognizes the contribution motorcycles make to the transportation mix;*

(2) *encourages all road users to be more aware of motorcycles and motorcyclists' safety;*

(3) *encourages all riders to receive appropriate training and practice safe riding skills; and*

(4) *supports the goals of Motorcycle Safety Awareness Month.*

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Hawaii (Ms. HIRONO) and the gentleman from Wisconsin (Mr. PETRI) each will control 20 minutes.

The Chair recognizes the gentlewoman from Hawaii.

GENERAL LEAVE

Ms. HIRONO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks, and to include extraneous material on H. Res. 339.

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

There was no objection.

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

I rise in strong support of H. Res. 339, a resolution that supports the goals of Motorcycle Safety Awareness Month, and that brings much needed attention to motorcycle safety on our Nation's roadways. I thank the gentleman from Texas (Mr. BURGESS) and the gentlewoman from Arizona (Ms. GIFFORDS) for bringing this important issue to the forefront.

As spring arrives, our highways and rural roads will once again see a large increase in motorcycle traffic across the country. Motorcycles make up a valuable component of the transportation network in our Nation, with over 6.2 million registered motorcycles in the United States in 2006. These numbers continue to grow in each year as registrations increase by over 60 percent from 1998 to 2005.

With gas prices approximating \$4 per gallon, motorcyclists benefit from the significant advantage they hold in fuel efficiency over drivers. However, this increasingly popular mode of transportation also requires greater attention to the safety concerns associated with riding. Because of their smaller size, motorcyclists are often hidden in a vehicle's blind spot. Public awareness of motorcycle safety benefits everyone that uses our Nation's roadways, not just motorcyclists, because it can lead to a decrease in car-motorcycle crashes.

Mr. Speaker, the statistics on motorcycle fatalities and injuries each year

further illustrate the importance of public awareness and the need for greater education of all roadway users. Per vehicle mile traveled, motorcyclists are approximately 37 times more likely than passenger car occupants to die in a motor vehicle traffic crash and eight times more likely to be injured. In 2006, motorcycle rider fatalities increased for the ninth straight year.

According to NHTSA, between 1996 and 2006 there were 35,546 motorcyclist fatalities, and 708,000 motorcyclist injuries on U.S. roadways. In 2006, there were 4,810 motorcycle fatalities and 88,000 injuries, up from 2,161 fatalities and 55,000 injuries in 1996.

Throughout Motorcycle Safety Awareness Month, riders are encouraged to become educated on the importance of following the rules of the roadway, being alert to other drivers, and always wearing protective gear, such as a helmet. NHTSA estimates that helmets saved 1,658 motorcyclists' lives in 2006, and that 752 more lives could have been saved if the motorcyclists involved in fatal nonhelmeted crashes had worn helmets.

Mr. Speaker, as these statistics illustrate, increased awareness of motorcycle safety is an important and urgent need in this country. We cannot allow thousands of riders to die each year on our Nation's highways. Motorcycle Safety Awareness Month helps to decrease motorcycle crashes through licensing, rider training, education, enforcement, personal responsibility, and increased public awareness.

I thank the gentleman from Texas (Mr. BURGESS) and the gentlewoman from Arizona (Ms. GIFFORDS) for introducing this resolution, and urge my colleagues to support its passage.

I reserve the balance of my time.

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

Mr. Speaker, I rise in support of House Resolution 339, which was introduced by our colleague, Representative MICHAEL BURGESS from Texas. The resolution expresses support for the goals of Motorcycle Safety Awareness Month.

Each May during Motorcycle Safety Awareness Month, State agencies and motorcycle organizations across our country conduct a variety of activities to remind all riders and motorcyclists to share the road. These activities also encourage riders to wear protective gear, never drink and ride, be properly licensed, and receive proper training. All of these important messages help motorcyclists and other motorists get ready for the busy riding season ahead.

In approximately two-thirds of fatal car versus motorcycle crashes, the driver of the car has been found to be at fault. Motorcycle Safety Awareness Month will help drivers of cars, trucks, and motorcycles remember that they must consider other users of the road as they use their own vehicles.

Additionally, this resolution recognizes the transportation benefits associated with motorcycling. Specifically,

motorcycles are fuel efficient and decrease congestion while having little impact on our Nation's transportation infrastructure. I support this resolution, and I hope it brings attention to motorcycle safety across our Nation's highways as well as the benefits associated with motorcycling. Mr. Speaker, I urge all my colleagues to support this resolution.

Mr. OBERSTAR. Mr. Speaker, I rise in strong support of H. Res. 339, as amended, a resolution that supports the goals of Motorcycle Safety Awareness Month and that brings much needed attention to motorcycle safety on our nation's roadways. I want to thank the gentleman from Texas (Mr. BURGESS) and the gentlewoman from Arizona (Ms. GIFFORDS) for bringing this important issue to the forefront.

With warmer weather arriving, our nation's highways will once again experience a large increase in motorcycle traffic across the country. Motorcycles represent a valuable component of the transportation network in our nation. In 2005 there were over 6.2 million registered motorcycles in the United States. Motorcycles continue to grow in popularity each year with registrations increasing by over 60 percent from 1998 to 2005.

Motorcycles are a fuel-efficient and congestion-decreasing mode of transportation and are a valuable component of our transportation system. This increasingly popular mode of transportation also requires greater attention to the safety concerns associated with riding. Because of their smaller size, motorcyclists are often hidden in a vehicle's blind spot. Public awareness of motorcycle safety benefits everyone that uses our nation's roadways, not just motorcyclists, because it can lead to a decrease in car-motorcycle crashes.

The statistics on motorcycle fatalities and injuries each year further illustrate the importance of public awareness and the need for greater education of all roadway users. In 2006, motorcycle rider fatalities increased for the ninth straight year. According to the National Highway Traffic Safety Administration ("NHTSA"), between 1996 and 2006, there were 35,546 motorcyclist fatalities and 708,000 motorcyclist injuries on U.S. roadways. In 2006 there were 4,810 motorcycle fatalities and 88,000 injuries, up from 2,161 fatalities and 55,000 injuries in 1996.

Per vehicle mile traveled, motorcyclists are approximately 37 times more likely than passenger car occupants to die in a motor vehicle traffic crash and 8 times more likely to be injured. Further, an estimated 137,000 motorcyclists have been killed since the enactment of the Highway Safety and National Traffic and Motor Vehicle Safety Act of 1966. A NHTSA-funded study—the "Motorcycle Accident Cause Factors and Identification of Countermeasures Study"—found that in approximately two-thirds of fatal car-motorcycle crashes, the driver of the car was at fault.

Throughout Motorcycle Safety Awareness Month, riders are encouraged to become educated on the importance of following the rules of the roadway, being alert to other drivers, and always wearing protective gear such as a helmet. NHTSA estimates that helmets saved 1,658 motorcyclists' lives in 2006, and that 752 more lives could have been saved if the motorcyclists involved in fatal non-helmeted crashes had worn helmets.

Mr. Speaker, these striking statistics paint a very clear portrait of the need to decrease motorcycle crashes through licensing, rider training, education, enforcement, personal responsibility, and increased public awareness.

I urge my colleagues to join me in agreeing to the resolution, as amended.

Ms. GIFFORDS. Mr. Speaker, in my home state of Arizona we have 150,000 registered motorcycles.

With over 300 days of sunshine in our state every year, you can imagine why so many Arizonans choose to ride their bikes!

There are many other reasons why motorcycles are so popular, but one explanation is simple economics: the rising cost of gas.

Motorcycles offer a more fuel efficient—and cheaper way—of getting around.

On average, motorcycles can get between 40 and 75 miles per gallon of gas. And even as gasoline prices are hovering near \$3.75 a gallon in many parts of the country, motorcycle riders can fill up for less. According to the U.S. Department of Transportation, motorcycles consume 56 percent less fuel per mile traveled.

Many people are now taking the plunge to own and ride a motorcycle regularly. Over the past decade, U.S. motorcycle sales have more than tripled. They are growing in popularity as a fun and fuel-efficient alternative.

As a member of the House Science and Technology Committee, I am committed to working with all my constituents and colleagues in Congress to move our country forward and continue our tradition of international leadership on environmental issues.

And I am proud that, as a motorcyclist for over 20 years, I am leaving a smaller footprint on our earth by just riding my bike.

But, I do have concerns about road safety and that drivers sharing the road with me aren't looking out for my well-being. That is why I introduced House Resolution 399, recognizing the importance of motorcycles and supporting the goals of "Motorcycle Safety Awareness Month."

Motorcycles have a higher rate of fatal accidents than automobiles. U.S. Department of Transportation data for 2005 shows that for motorcycles, 75 fatal crashes occur per 100,000 registered vehicles—four times higher than for cars.

H. Res. 399 encourages riders to always wear helmets and other protective gear, to never drink and ride, and to be properly licensed and trained. It also serves as a reminder to all riders and motorists to always share the road respectfully.

These are important messages for all road users and timely information for motorcyclists in many areas of the country gearing up for the upcoming riding season.

I, for one, am ready to dust off my boots, grab my helmet, and get on the road!

Happy "Motorcycle Safety Awareness Month."

Mr. PETRI. I yield back the balance of my time.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Hawaii (Ms. HIRONO) that the House suspend the rules and agree to the resolution, H. Res. 339, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. PETRI. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

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.

The point of no quorum is considered withdrawn.

RECOGNIZING THE IMPORTANCE OF BICYCLING IN TRANSPORTATION AND RECREATION

Ms. HIRONO. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 305) recognizing the importance of bicycling in transportation and recreation.

The Clerk read the title of the concurrent resolution.

The text of the concurrent resolution is as follows:

H. CON. RES. 305

Whereas a national transportation system conducive to bicycling produces enriched health, reduced traffic congestion and air pollution, economic vitality, and an overall improved quality of living is valuable for the Nation;

Whereas by dramatically increasing levels of bicycling in United States cities tangible and intangible benefits to the quality of life for cities and towns across the country will be realized;

Whereas we now live in a Nation with 300 million people, and that number is expected to grow to 365 million by 2030 and to 420 million by 2050 with the vast majority of that growth occurring in urban areas with limited ability to accommodate increased motor vehicle travel;

Whereas since 1980, the number of miles Americans drive has grown 3 times faster than the United States population, and almost twice as fast as vehicle registrations;

Whereas one-third of the current population does not drive due to age, disability, ineligibility, economic circumstances, or personal choice;

Whereas the United States is challenged by an obesity epidemic, 65 percent of United States adults are either overweight or obese, and 13 percent of children and adolescents are overweight, due in large part to a lack of regular activity;

Whereas the Center for Disease Control estimates that if all physically inactive Americans became active, we would save \$77 billion in annual medical costs;

Whereas over 753 of our Nation's Mayors have signed onto the climate protection agreement of the United States Conference of Mayors urging the Federal Government to enact policies and programs to meet or exceed a greenhouse gas emission reduction target of a 7 percent reduction from 1990 levels by 2012;

Whereas the transportation sector contributes one-third of the greenhouse gas emissions in the United States and passenger automobiles and light trucks alone contribute 21 percent;

Whereas bicycle commuters annually save on average \$1,825 in auto-related costs, reduce their carbon emissions by 128 pounds, conserve 145 gallons of gasoline, and avoid 50 hours of gridlock traffic;

Whereas the greatest potential for increased bicycle usage is in our major urban areas where 40 percent of trips are 2 miles or less and 28 percent are less than one mile;

Whereas in 1969 approximately 50 percent of children in the United States got to school by walking or bicycling, but in 2001 only 15 percent of students were walking or bicycling to school;

Whereas as much as 20 to 30 percent of morning traffic is often generated by parents driving their children to schools, and in the United States, motor vehicle crashes are the leading cause of death for children ages 3 to 14;

Whereas many public agencies in cities are using bicycles to deliver critical municipal services, for example, more than 80 percent of police departments serving populations of 50,000 to 249,999 and 96 percent of those serving more than 250,000 residents now have routine patrols by bicycle;

Whereas surveys show that a majority of people want to ride and walk more but are dissuaded by concern over traffic danger and other barriers, and case studies have shown that when those barriers to bicycling are removed, people start riding;

Whereas investment used for improvements for bicyclists and promoting bicycle use resulted in the quadrupling of bicycle use in Portland, Oregon, since 1994 and a recent report to Congress on the nonmotorized transportation pilot program reveals that 19.6 percent of trips in Minneapolis, Minnesota, are made by biking and walking, reflecting the benefit of initial investments in nonmotorized infrastructure;

Whereas the American bicyclist generates enormous economic returns, in 2006, the national bicycling economy contributed \$133 billion to the United States economy, supported nearly 1.1 million jobs across the United States, generated \$17.7 billion in annual Federal and State tax revenue, produced \$53.1 billion annually in retail sales and services, and provided sustainable growth in rural communities;

Whereas a national network of interconnected urban and rural bikeways can provide valuable community benefits, including low or no-cost recreation and alternative transportation options for people of all ages and abilities;

Whereas mountain biking is an environmentally friendly, healthy nonmotorized outdoor recreation activity that encourages young people to experience our natural world, and engenders community support for preservation of open space;

Whereas each year major charity bike rides in communities across the country raise in excess of \$100 million for critical medical research to find cures for life-threatening diseases;

Whereas 57 million adults in the United States bicycle each year, and bicycling and walking currently account for nearly 10 percent of trips and 13 percent of traffic fatalities, yet less than 2 percent of Federal transportation safety funding is currently spent to make bicycling and walking safer; and

Whereas communities across the United States are seeking ways to reduce traffic congestion, improve air quality, increase the safety of their neighborhoods, and decrease petroleum dependence, bicycles offer a simple, healthy, energy-saving alternative to driving: Now, therefore, be it

Resolved by the House of Representatives (the Senate concurring), That the Congress—

(1) recognizes that increased and safe bicycle use for transportation and recreation is in the national interest;

(2) supports policies that—

(A) establish national target levels for increased bicycle use, reduce the number of motor vehicle miles traveled (VMT), improve