

those who are wearing the helmets often do not have the peripheral vision to know when the car is coming at them. When they are going through traffic and they have this big, bulky helmet on them, they cannot hear nor see where those cars are because of the blockage of their peripheral vision because of the helmet.

Many of them like wearing the helmets, but they want the choice. That is all they ask for. In that case they said let them decide when they ride as to whether to wear a helmet or not. They simply want that choice.

I think, as a matter of safety, it is important for us to make sure that the other motorists on the road know to be aware of motorcyclists, and I enjoy seeing bumper stickers, "Beware of Motorcyclists on Road." I certainly am aware, whenever there is a motorcyclist pulling up, always to be aware to give them plenty of space, and I think most people would agree with me. But that is something in this bill that it calls for other motorcyclists to share the road and other motorists to share the road, that the National Highway Traffic Safety Administration should promote that much more as well. Seeing there are more motorcyclists on the road, it is important that we get this message across. And on behalf of the Rhode Island Motorcyclist Association, I am happy to send their message to Congress.

Ms. CORRINE BROWN of Florida. Madam Speaker, I reserve the balance of my time.

Mr. DUNCAN. Madam Speaker, I have no other speakers and so I would just like to urge passage of this very fine resolution, and I yield back the balance of my time.

Mr. OBERSTAR. Madam Speaker, I rise today in support of H. Res. 269, supporting the goals of Motorcycle Safety Awareness Month and bringing much needed attention to motorcycle safety on our nation's roadways. I want to thank the gentlewoman from Arizona (Ms. GIFFORDS) for bringing this important issue to the forefront.

With the arrival of spring's warmer weather, our nation's highways will once again experience a large increase in the number of motorcycle riders across the country. Motorcycles represent a valuable component of the transportation network in our nation. In 2006, there were more than 6.7 million registered motorcycles in the United States. Motorcycles continue to grow in popularity each year with motorcycle registrations increasing by over 60 percent from 1998 to 2005.

Motorcycles are a fuel-efficient and congestion-decreasing mode of transportation. This increasingly popular mode of transportation also requires greater attention to the safety concerns associated with riding. However, because of motorcycles' 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.

In 2007, motorcycle rider fatalities increased for the tenth straight year. According to the National Highway Traffic Safety Administration

(NHTSA), between 1997 and 2007 there were 38,566 motorcyclist fatalities and 756,000 motorcyclist injuries on U.S. roadways. In 2007 alone, there were 5,154 motorcycle fatalities and 103,000 injuries, up from 2,116 fatalities and 53,000 injuries in 1997. These 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 35 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 142,000 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 1,784 motorcyclists' lives in 2007, and that 800 more lives could have been saved if the motorcyclists involved in fatal non-helmeted crashes had worn helmets.

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 this resolution.

Ms. GIFFORDS. Madam Speaker, I am proud today to highlight May as "Motorcycle Safety Awareness Month, and to rise in support of House Resolution 269, which I introduced with my colleague from Texas, Congressman MICHAEL BURGESS.

Our resolution recognizes the importance of motorcycles, and encourages riders to always wear helmets and other protective gear, to never drink and ride and to be properly licensed and trained.

H. Res. 269 also serves as a reminder to all riders and motorists to always share the road respectfully.

I have been riding and racing motorcycles for over 20 years—so the issue of motorcycle safety is of great importance to me.

Sadly, it is true that motorcycles have a higher rate of fatal accidents than automobiles.

According to the U.S. Department of Transportation, motorcyclist fatalities increased by 57 percent between 2002 and 2007.

Motorcyclists are about 35 times more likely than passenger car occupants to die in a motor vehicle traffic crash and 8 times more likely to be injured.

As motorcyclists across the county gear up for the upcoming riding season, these startling statistics highlight the need for safety education.

They also reflect the growing popularity of motorcycles. Over the past decade, U.S. motorcycle sales have more than tripled.

In my home state of Arizona we have more than 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: motorcycles offer a more fuel efficient—and cheaper way—of getting around.

According to the U.S. Department of Transportation, motorcycles consume 56% less fuel per mile traveled.

On average, motorcycles can get between 40 and 75 miles per gallon of gas.

I am proud that, as a motorcyclist, I can leave a smaller footprint on our earth by riding my bike.

I also want to take this opportunity to thank the Motorcycle Industry Council, the American Motorcyclist Association, and the Motorcycle Riders Foundation for all that they do to support motorcyclists.

I am pleased that the House will be considering H. Res. 269 today, and I urge its swift passage.

Thank you and Happy Motorcycle Safety Awareness Month!

Ms. CORRINE BROWN of Florida. Madam Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Florida (Ms. CORRINE BROWN) that the House suspend the rules and agree to the resolution, H. Res. 269.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the resolution was agreed to.

A motion to reconsider was laid on the table.

#### SUPPORTING NATIONAL TRAIN DAY

Ms. CORRINE BROWN of Florida. Madam Speaker, I move to suspend the rules and agree to the resolution (H. Res. 367) supporting the goals and ideals of National Train Day.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

#### H. RES. 367

Whereas in May 1869, the "golden spike" was driven into the final tie at Promontory Summit, Utah, to join the Central Pacific and the Union Pacific Railroads, ceremonially completing the first transcontinental railroad and therefore connecting both coasts of the United States;

Whereas in highly populated regions Amtrak trains and infrastructure carry commuters to and from work in congested metropolitan areas providing a reliable rail option, reducing congestion on roads and in the skies;

Whereas for many rural Americans, Amtrak represents the only major intercity transportation link to the rest of the country;

Whereas passenger trains provide a more fuel-efficient transportation system thereby providing cleaner transportation alternatives and energy security;

Whereas intercity passenger rail was 18 percent more energy efficient than airplanes and 25 percent more energy efficient than automobiles on a per-passenger-mile basis in 2006;

Whereas Amtrak annually provides intercity passenger rail travel to over 25,000,000 Americans residing in 46 States;

Whereas an increasing number of people are using trains for travel purposes beyond commuting to and from work;

Whereas community railroad stations are a source of civic pride, a gateway to over 500 of our Nation's communities, and a tool for economic growth; and

Whereas Amtrak has designated May 9, 2009, as National Train Day to celebrate the way trains connect people and places: Now, therefore, be it

*Resolved*, That the House of Representatives—

(1) recognizes the contribution trains make to the national transportation system;

(2) urges the people of the United States to recognize such a day as an opportunity to learn more about trains; and

(3) supports the goals and ideals of National Train Day as designated by Amtrak.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Florida (Ms. CORRINE BROWN) and the gentleman from Pennsylvania (Mr. SHUSTER) each will control 20 minutes.

The Chair recognizes the gentlewoman from Florida.

GENERAL LEAVE

Ms. CORRINE BROWN of Florida. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on H. Res. 367.

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

There was no objection.

Ms. CORRINE BROWN of Florida. Madam Speaker, I rise in support of this resolution, and I yield myself such time as I may consume.

National Train Day celebrates the 140th anniversary of the golden spike, which was driven into the final tie in Utah, and marked the completion of our Nation's first transcontinental railroad in 1869.

□ 1500

Last year, I celebrated National Train Day by holding events throughout my district, including press conferences and events in Jacksonville, Winter Park, and the Sanford Auto Train station. We had a great turnout at all of the events, and I heard firsthand from people who use Amtrak every day to go to work and visit friends and families all over the country.

This year, I will be holding an event on Friday at my hometown station in Jacksonville, and I am planning a trip to New York in the very near future and hope other Members will join me. But we should celebrate Train Day every day, and I encourage Members to do events at their train stations throughout the year.

As Chair of the Subcommittee on Railroads, Pipelines, and Hazardous Materials, I have had the privilege to see firsthand passenger rail systems in other countries. I took the high-speed train from Brussels to Paris—200 miles in 1 hour and 15 minutes; from Barcelona to Madrid—350 miles in 2.5 hours. The advantage for travelers and the business community and others is tremendous.

We need to catch up with the world; and with gas prices continuing to increase steadily, now is the perfect time for us to make serious our investment in passenger rail.

Amtrak ridership and revenue have never been stronger. In 2008, Amtrak set a record for ridership, exceeding 28.7 million passengers. In the same year, ticket revenues increased by 14.2 percent, for more than \$1.7 billion. For my State of Florida, Amtrak expenditures for goods and services were over \$40 million last year, and we currently have over 700 Floridians as employees.

More than just a convenient way to travel, Amtrak is the most energy efficient. Rail travel is more efficient than cars or airplanes. According to U.S. Department of Energy data, Amtrak is 17 percent more efficient than domestic airline travel and 21 percent more efficient than auto travel.

Passenger rail also reduces global warming. The average passenger train produces 60 percent lower carbon emissions than cars, and 50 percent less than airplanes.

I travel all over the country and have conducted many transportation roundtable events that feature rail and its importance. Let me tell you that people love Amtrak and they love the train. It is a great way to commute to work, take cars off congested highways, and improve the environment. In many areas of the country, it is the only mode of public transportation. Let me repeat that: in many areas of the country, Amtrak is the only mode of public transportation available.

We still have a lot of work ahead of us with Amtrak, but we took a major step forward last year when we passed legislation reauthorizing Amtrak at a level that would allow it to grow and prosper, and earlier this year when we provided \$1.7 billion in stimulus funding for Amtrak, and \$8 billion for development of a high-speed rail corridor.

Major infrastructure improvements are still necessary to improve the safety and security of the system and its passengers and workers. Amtrak has and will continue to play a critical role in evacuating and transporting citizens during national emergencies. Unfortunately, it also is a prime target for those who wish to harm us, and we must provide resources to make the system less vulnerable.

Fifty years ago, President Eisenhower created the National Highway System that changed the way we travel in this country. Today, we need to do the same with our rail system; and with the Amtrak reauthorization and real funding for high-speed rail, we are doing that.

The United States used to have a first-class passenger rail system. However, after years of neglect, we are now the caboose—and they don't use cabooses anymore. The American people deserve better, and I believe our government's new commitment to Amtrak will go a long way to restore passenger rail service.

I encourage my colleagues to show their support for our Nation's rail system and its employees by holding events at their local commuter train stations anytime during the year.

I reserve the balance of my time.

Mr. SHUSTER. I yield myself such time as I may consume.

The ceremonial golden spike hammered at Promontory Summit, Utah, May 10, 1869, marked the completion of the transcontinental railroad, one of the Nation's greatest engineering masterpieces. It also marked the birth of what would become the greatest rail network in the world and 140 years later, we are still reaping the benefits of our ancestors' vision.

The United States now has over 140,000 miles of railroads, making up the transportation backbone of this Nation. Our railroads are environmentally friendly, producing significantly less pollution than other modes of transportation. A train can haul one ton of freight 436 miles on one gallon of diesel fuel, and it is three times cleaner than other modes. Trains also help to alleviate the congestion on our crowded highways. One train can actually take 280 trucks off the road.

The deregulation law of 1980, the Staggers Act, has been an unparalleled success. We must take great care to protect the regulatory environment that has allowed the railroads to thrive and resist any effort that would undo all of the progress that this industry has made in efficiency and safety.

On the passenger rail side, last year President Bush signed into law an Amtrak reauthorization that will take this country into the next generation of passenger rail service. The law makes important reforms to Amtrak and also creates a role for the private sector in the passenger rail industry.

The Amtrak reauthorization, the first in a decade, created a framework for a public-private partnership for the construction of true high-speed rail corridors all over this Nation. High-speed rail promises safe, fast, and convenient service—all the while helping to alleviate aviation and highway congestion we face in this country.

The continued success of the railroad industry is vital to this country's economy. I would therefore urge passage of H. Res. 367, which would create National Train Day on May 9.

Mr. OBERSTAR. Madam Speaker, I rise today to highlight the importance of intercity passenger rail in the United States and express my support for Amtrak in conjunction with its 2nd Annual National Train Day on May 9, 2009.

National Train Day was established to celebrate train travel in America on the anniversary of completing the first transcontinental railroad 140 years ago. To mark the day, Amtrak is hosting free events across the country to teach adults and children about Amtrak and the benefits of intercity passenger rail.

Passenger rail's benefits indeed are myriad. The Department of Transportation has described the problem of congestion on our highways and in the air as "chronic". Amtrak removes almost 8 million cars from the road annually. Airports are also experiencing significant delays, with more than 550,000 flights departing or arriving late in 2008. Amtrak eases air congestion by eliminating the need for 50,000 fully loaded airplanes each year.

Amtrak is substantially more environmentally friendly than automobiles or airplanes. In fact, according to the World Resources Institute, rail transportation produces 57 percent less carbon emissions than airplanes, and 40 percent less carbon emissions than cars. Additionally, Amtrak has taken decisive action to reduce its carbon footprint as well, committing to reduce emissions from its diesel locomotives by 6 percent from 2003 through 2010, the largest voluntary emissions commitment in the United States.

Amtrak serves more than 500 destinations in 46 States over 21,000 miles of routes, and employs more than 18,000 people. Amtrak has come a long way since its inception in 1971 and now its beginning its 39th year of operation. The service has faced many challenges over the years, but continues to grow stronger with each passing year. Despite past uneven Federal investment, Amtrak has persevered, achieving many successes in improved operating efficiency, increased ridership, and higher revenue.

In fact, in FY 2008, Amtrak set new ridership and revenue records for the sixth year in a row, exceeding 28.7 million passengers and \$2.45 billion in revenue. These increases are being enjoyed across Amtrak's entire network. In FY 2008, Amtrak held a 62 percent share of the air/rail market between New York and Washington, and a 47 percent share of the air/rail market between New York and Boston, up 6 percent in each market from FY 2007. This increase shows that, where Amtrak is provided the resources to succeed, it provides a triptime competitive alternative to air and car.

At a time when jobs are being lost, the transportation network is getting more congested, and global climate change is taking its toll, supporting passenger rail has never been so critical. Recognizing the need for passenger rail investment, Congress passed the Passenger Rail Investment and Improvement Act last fall, reigniting America's commitment to both intercity and high-speed passenger rail. Among the steps taken to broaden our use of passenger rail, this legislation provided capital grants for Amtrak to bring the Northeast Corridor and other rail network infrastructure to a state-of-good-repair, encouraged intercity passenger rail investment through an 80–20 matching grant program, and created a grant program to finance the construction and equipment for 11 authorized high-speed rail corridors.

The American Recovery and Reinvestment Act gave high-speed and intercity passenger rail another immediate boost, providing \$8 billion in capital grants to States for development of high-speed rail and another \$1.3 billion for Amtrak. This funding is setting us on a course to link regions of the country with a safe, fast, and environmentally friendly mode of transportation. It truly is an exciting and historic time for our transportation network.

Madam Speaker, I lend my strong support to Amtrak and the commemoration of National

Train Day on May 9, 2009, and encourage all of my colleagues to use this excellent opportunity to reflect on the benefits that Amtrak and intercity passenger rail provide to our Nation.

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

Ms. CORRINE BROWN of Florida. I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Florida (Ms. CORRINE BROWN) that the House suspend the rules and agree to the resolution, H. Res. 367.

The question was taken.

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

Ms. CORRINE BROWN of Florida. Madam 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.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on motions to suspend the rules previously postponed.

Votes will be taken in the following order:

House Resolution 299, by the yeas and nays;

House Resolution 338, by the yeas and nays;

House Resolution 353, de novo.

Proceedings on House Resolutions 348 and 367 will resume on another day.

The first electronic vote will be conducted as a 15-minute vote. Remaining electronic votes will be conducted as 5-minute votes.

PUBLIC SERVICE RECOGNITION WEEK

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and agree to the resolution, H. Res. 299, on which the yeas and nays were ordered.

The Clerk read the title of the resolution.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Massachusetts (Mr. LYNCH) that the House suspend the rules and agree to the resolution, H. Res. 299.

The vote was taken by electronic device, and there were—yeas 419, answered "present" 4, not voting 10, as follows:

[Roll No. 231]  
YEAS—419

Abercrombie  
Ackerman  
Aderholt  
Adler (NJ)  
Akin

Alexander  
Altmire  
Andrews  
Arcuri  
Austria

Baca  
Bachmann  
Bachus  
Baird  
Baldwin

Barrett (SC)  
Barrow  
Bartlett  
Barton (TX)  
Bean  
Becerra  
Berkley  
Berman  
Berry  
Biggert  
Billbray  
Bilirakis  
Bishop (GA)  
Bishop (NY)  
Bishop (UT)  
Blumenauer  
Blunt  
Boccheri  
Boehner  
Bonner  
Bono Mack  
Boozman  
Boren  
Boswell  
Boustany  
Boyd  
Brady (PA)  
Brady (TX)  
Braley (IA)  
Bright  
Broun (GA)  
Brown (SC)  
Brown, Corrine  
Brown-Waite,  
Ginny  
Buchanan  
Burgess  
Burton (IN)  
Butterfield  
Buyer  
Calvert  
Camp  
Cantor  
Cao  
Capps  
Cardoza  
Carnahan  
Carney  
Carson (IN)  
Carter  
Cassidy  
Castle  
Castor (FL)  
Chaffetz  
Chandler  
Childers  
Clarke  
Clay  
Clever  
Clyburn  
Coble  
Coffman (CO)  
Cohen  
Cole  
Connolly (VA)  
Cooper  
Costa  
Costello  
Courtney  
Crenshaw  
Crowley  
Cuellar  
Culberson  
Cummings  
Dahlkemper  
Davis (AL)  
Davis (CA)  
Davis (IL)  
Davis (KY)  
Davis (TN)  
DeFazio  
DeGette  
Delahunt  
DeLauro  
Dent  
Diaz-Balart, L.  
Diaz-Balart, M.  
Dicks  
Doggett  
Donnelly (IN)  
Doyle  
Dreier  
Driehaus  
Duncan  
Edwards (MD)  
Edwards (TX)  
Ehlers  
Ellison  
Ellsworth

Emerson  
Engel  
Eshoo  
Etheridge  
Fallin  
Farr  
Fattah  
Filner  
Flake  
Fleming  
Forbes  
Foster  
Foxy  
Frank (MA)  
Franks (AZ)  
Frelinghuysen  
Fudge  
Gallegly  
Garrett (NJ)  
Gerlach  
Giffords  
Gingrey (GA)  
Gohmert  
Gonzalez  
Goodlatte  
Gordon (TN)  
Granger  
Graves  
Grayson  
Green, Al  
Green, Gene  
Griffith  
Grijalva  
Guthrie  
Gutierrez  
Hall (NY)  
Hall (TX)  
Halvorson  
Hare  
Harman  
Harper  
Hastings (FL)  
Hastings (WA)  
Heinrich  
Heller  
Hensarling  
Herger  
Herseth Sandlin  
Higgins  
Hill  
Himes  
Hinchey  
Hinojosa  
Hirono  
Hodes  
Hoekstra  
Holden  
Holt  
Honda  
Hoyer  
Hunter  
Inglis  
Inslee  
Israel  
Issa  
Jackson (IL)  
Jackson-Lee  
(TX)  
Jenkins  
Johnson (GA)  
Johnson (IL)  
Johnson, E. B.  
Johnson, Sam  
Jones  
Jordan (OH)  
Kagen  
Kanjorski  
Kaptur  
Kennedy  
Kildee  
Kilpatrick (MI)  
Kilroy  
Kind  
King (IA)  
King (NY)  
Kingston  
Kirk  
Kirkpatrick (AZ)  
Kissell  
Klein (FL)  
Kline (MN)  
Kosmas  
Kratovil  
Kucinich  
Lamborn  
Lance  
Langevin  
Larsen (WA)  
Larson (CT)

Latham  
LaTourette  
Latta  
Lee (CA)  
Lee (NY)  
Levin  
Lewis (CA)  
Lewis (GA)  
Linder  
Lipinski  
LoBiondo  
Loeb sack  
Lofgren, Zoe  
Lowey  
Lucas  
Luetkemeyer  
Lujan  
Lummis  
Lungren, Daniel  
E.  
Lynch  
Mack  
Maffei  
Maloney  
Manullo  
Marchant  
Markey (CO)  
Markey (MA)  
Marshall  
Massa  
Matheson  
Matsui  
McCarthy (CA)  
McCarthy (NY)  
McCaul  
McClintock  
McCollum  
McCotter  
McDermott  
McGovern  
McHenry  
McHugh  
McIntyre  
McKeon  
McMahon  
McMorris  
Rodgers  
McNerney  
Meek (FL)  
Meeks (NY)  
Melancon  
Mica  
Michaud  
Miller (FL)  
Miller (MI)  
Miller (NC)  
Miller, Gary  
Miller, George  
Minnick  
Mitchell  
Mollohan  
Moore (KS)  
Moore (WI)  
Moran (KS)  
Moran (VA)  
Murphy (CT)  
Murphy (NY)  
Murphy, Patrick  
Murphy, Tim  
Myrick  
Nadler (NY)  
Napolitano  
Neal (MA)  
Nunes  
Nye  
Oberstar  
Obey  
Olson  
Olver  
Ortiz  
Pallone  
Pastor (AZ)  
Paul  
Paulsen  
Payne  
Pence  
Perlmutter  
Perriello  
Peters  
Peterson  
Petri  
Pingree (ME)  
Pitts  
Platts  
Poe (TX)  
Polis (CO)  
Pomeroy  
Posey  
Price (GA)