

and 60 as Federal Interstate 376 is critical to future economic development and the marketability of western Pennsylvania. Completion of the project is also contingent on safety upgrades at two separate interchanges.

With today's passage of the technical corrections bill, we are taking one more step in advancing the I-376 designation and in making the regional priority a reality. I thank the chairman, Mr. OBERSTAR.

REPUBLICAN PRESIDENTIAL CANDIDATE OUT OF TOUCH ON THE ECONOMY

(Ms. SUTTON asked and was given permission to address the House for 1 minute.)

Ms. SUTTON. Mr. Speaker, Senator JOHN McCAIN admitted months ago that he wasn't an expert on the economy. And that certainly explained his comments earlier this month when he declared, "You can make the argument that there's been great progress economically" over the last 7 years. Great economic progress?

Clearly, Senator McCAIN has not been talking with the middle class families across America who overwhelmingly believe they are worse off today than they were when President Bush took office in January of 2001. And there is a good reason they're feeling that way. Since January of 2001, health care premiums have increased by more than \$5,000 per year for the average middle class family, while college costs for their children have shot up \$2,500 a year for a public university.

Middle class families are finding it increasingly difficult to find the money for these skyrocketing costs, considering the average median income has actually fallen by more than \$900 over the last 7 years. And Senator McCAIN calls this economic progress?

Mr. Speaker, the American middle class cannot afford another 4 years of failed Republican leadership in the White House.

WHERE'S THE PLAN?

(Mr. MICA asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MICA. Mr. Speaker and my colleagues, talking to folks in the district last night in a telephone town hall conference and visiting with folks in my district, they want to know what Congress is doing about gas prices and energy prices. People are struggling as they try to fill up their gas tank. They're struggling when they go to the store and see inflated food costs. And so far, we haven't seen any results from Congress.

Now the other side of the aisle, the Democrats, are in charge, they've been in charge. They said they were going to take over and they would have a plan. The Speaker, the then leader on the other side, said they would have a plan.

Where is the plan? Gasoline prices when the Democrats took control were just a little over \$2. Now they're reaching \$4 in some areas. Where is the plan?

The only plan I've seen is the \$870,000 plan to replace the light in the dome of the Capitol, a 200-year payout. Where is the plan? People in America want to know where the plan is and how we're going to reduce gas prices for them and food prices for them.

GAS PRICES

(Mr. COURTNEY asked and was given permission to address the House for 1 minute.)

Mr. COURTNEY. Mr. Speaker, last night, gas prices in New London, Connecticut reached \$3.77 a gallon. When George Bush took office, they were \$1.52 a gallon. Those prices are 72 cents higher than last year in New London County, 42 cents higher than just last month. Commercial fishermen on Long Island Sound have seen their fuel costs double, truck drivers have seen their diesel prices more than double in the last year.

Dozens of Members of Congress have written to President Bush asking him, with one stroke of the pen, to change the delivery schedule for the Strategic Petroleum Oil Reserve, which is a tried and true practice that he himself exercised in 2005 after Hurricane Katrina which brought down the price of gas by 40 cents at a time when the price per barrel was \$75. Today, at \$120 per barrel, it is time for President Bush to listen to the people of this country, Members of Congress, who are asking him to exercise his power to bring down the price of gas. And our Congress, the Democratic-led Congress, is going to keep the pressure on the President until he listens to the people of this country and avoids smothering our attempts to bring this country out of recession with the economic stimulus package.

SOLVING THE OIL CRISIS BEGINS AT HOME

(Mr. YOUNG of Alaska asked and was given permission to address the House for 1 minute.)

Mr. YOUNG of Alaska. Thank God for George Bush. He's created the hurricanes, the earthquakes and the high price of gas.

There is only one group responsible for the high price of gas for the consumers of America and that's the United States Congress. They have done nothing, nothing since 1973 to increase the productivity of fossil fuels in the United States, and they still are doing nothing, Mr. and Mrs. America. They talk about it. They blame Mr. Bush. That's it. The best thing you can do is blame the other guy. The truth of the matter is that until we start drilling and until we start liquefying coal, until we use the offshore oil we have available, until we use the ANWR in Alaska, we're going to pay a lot more.

The prediction we have now, by the first of next year a barrel of oil will be, get this, \$180 a barrel, because the consumers abroad in other countries are consuming oil at a greater rate than we are. But we sit here and say we're going to solve it by putting \$800,000 on the dome of the Capitol to save, in 200 years, 10 bucks.

What's wrong with this Congress? And remember, I said "this Congress." You haven't done the job. You're not doing the job. Until we wake up, Mr. and Mrs. America, and start drilling as we should drill, you're going to pay a lot more at that tank. You think about it, \$200 a barrel 2 years from now, you'd better get a bicycle.

PORTLAND, OREGON PROMOTES CYCLING

(Mr. BLUMENAUER asked and was given permission to address the House for 1 minute.)

Mr. BLUMENAUER. Following up on my good friend, I'm glad he mentioned bicycles, because there are some people in America that are doing something to provide more choices to Americans, to burn calories instead of fossil fuels. I am pleased that my community, Portland, Oregon, was just designated a "platinum level bicycle-friendly city," the highest rating granted by the League of American Bicyclists.

Portland celebrates three decades of consistently applying policies that promote cycling, and the third consecutive year of double digit growth in bicycle ridership. This makes a big difference for real life people. It's why Portlanders are nine times more likely to ride a bicycle than the average American, and part of the rich choice menu for Portlanders with cars and transit and bicycles that ends up having them drive 20 percent less than the average American family. That translates into a savings of \$2,500 a year per family that they can spend on education, on housing, on entertainment, on investing back into the community.

I would suggest that it's time to celebrate choices, and I'm proud that Portland, Oregon, has decided to give cyclists the choices they deserve and is being honored for that effort.

CONGRESS HAS TO END EMBARGO ON AMERICAN OIL

(Mr. TIM MURPHY of Pennsylvania asked and was given permission to address the House for 1 minute.)

Mr. TIM MURPHY of Pennsylvania. Mr. Speaker, recently I met with a number of independent truckers in my district who said that many of their businesses cannot survive the current cost of diesel fuel. And many of my constituents have also said they cannot continue to pay these rising prices of gasoline, the rising prices of food.

What much of this comes down to is: Congress has to end its embargo on American oil. To say we cannot drill in the gulf coast, the Atlantic coast, the

Pacific coast, in the Colorado area with the shale oil, or Alaska, has reached a point where OPEC has continued to grab us by the throat and continues to fund both sides of the war on terror.

Americans understand that whoever controls the supply can demand whatever price they want. And now with gasoline being over 70 percent of the cost of oil, isn't it time that America took control of its own economy and began to use its own resources in an environmentally responsible way?

Let's end the embargo on American oil. Let's take back control of our economy. Let's take action on this.

DEMOCRATS WANT TO WORK WITH WASHINGTON REPUBLICANS ON STIMULATING THE ECONOMY

(Mr. ELLISON asked and was given permission to address the House for 1 minute.)

Mr. ELLISON. Mr. Speaker, congressional Democrats know that middle class families are struggling to make ends meet in an economy that is simply leaving too many of them behind. That is why we worked in a bipartisan way to pass an economic stimulus plan earlier this year. And starting this week, more than 130 million Americans will receive some much-needed relief in the form of recovery rebate checks.

This is a good start, but more needs to be done. Once again, this Democratic-led Congress is reaching out in a bipartisan way to develop consensus for a second round of economic recovery legislation. We believe that a second economic stimulus plan is needed as the bleak news around the economy continues to mount and Americans everywhere are feeling the negative impact of President Bush's economic policies. Unfortunately, the President has said that a second economic stimulus package is not necessary.

Mr. Speaker, the President is incorrect. The congressional Democrats hope the President will reconsider so that we can work in a bipartisan fashion to get this economy back on track, create jobs, and speed up assistance to middle class families.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

SAFETEA-LU TECHNICAL CORRECTIONS ACT OF 2008

Mr. OBERSTAR. Mr. Speaker, I move to suspend the rules and concur in the Senate amendment to the bill (H.R.

1195) to amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections, and for other purposes.

The Clerk read the title of the bill.

The text of the Senate amendment is as follows:

Senate amendment:

H.R. 1195

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) **SHORT TITLE.**—This Act may be cited as the “SAFETEA-LU Technical Corrections Act of 2008”.

(b) **TABLE OF CONTENTS.**—The table of contents of this Act is as follows:

Sec. 1. Short title; table of contents.

TITLE I—HIGHWAY PROVISIONS

Sec. 101. Surface transportation technical corrections.

Sec. 102. MAGLEV.

Sec. 103. Projects of national and regional significance and national corridor infrastructure improvement projects.

Sec. 104. Idling reduction facilities.

Sec. 105. Project authorizations.

Sec. 106. Nonmotorized transportation pilot program.

Sec. 107. Correction of Interstate and National Highway System designations.

Sec. 108. Budget justification; buy America.

Sec. 109. Transportation improvements.

Sec. 110. I-95/Contee Road interchange design.

Sec. 111. Highway research funding.

Sec. 112. Rescission.

Sec. 113. TEA-21 technical corrections.

Sec. 114. High priority corridor and innovative project technical corrections.

Sec. 115. Definition of repeat intoxicated driver law.

Sec. 116. Research technical correction.

Sec. 117. Buy America waiver notification and annual reports.

Sec. 118. Efficient use of existing highway capacity.

Sec. 119. Future interstate designation.

Sec. 120. Project flexibility.

Sec. 121. Effective date.

TITLE II—TRANSIT PROVISIONS

Sec. 201. Transit technical corrections.

TITLE III—OTHER SURFACE TRANSPORTATION PROVISIONS

Sec. 301. Technical amendments relating to motor carrier safety.

Sec. 302. Technical amendments relating to hazardous materials transportation.

Sec. 303. Highway safety.

Sec. 304. Correction of study requirement regarding on-scene motor vehicle collision causation.

Sec. 305. Motor carrier transportation registration.

Sec. 306. Applicability of Fair Labor Standards Act requirements and limitation on liability.

TITLE IV—MISCELLANEOUS PROVISIONS

Sec. 401. Conveyance of GSA Fleet Management Center to Alaska Railroad Corporation.

Sec. 402. Conveyance of retained interest in St. Joseph Memorial Hall.

TITLE V—OTHER PROVISIONS

Sec. 501. De Soto County, Mississippi.

Sec. 502. Department of Justice review.

TITLE I—HIGHWAY PROVISIONS

SEC. 101. SURFACE TRANSPORTATION TECHNICAL CORRECTIONS.

(a) **CORRECTION OF INTERNAL REFERENCES IN DISADVANTAGED BUSINESS ENTERPRISES.**—Paragraphs (3)(A) and (5) of section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat.

1156) are amended by striking “paragraph (1)” each place it appears and inserting “paragraph (2)”.

(b) **CORRECTION OF DISTRIBUTION OF OBLIGATION AUTHORITY.**—Section 1102(c)(5) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1158) is amended by striking “among the States”.

(c) **CORRECTION OF FEDERAL LANDS HIGHWAYS.**—Section 1119 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1190) is amended by striking subsection (m) and inserting the following:

“(m) **FOREST HIGHWAYS.**—Of the amounts made available for public lands highways under section 1101—

“(1) not more than \$20,000,000 for each fiscal year may be used for the maintenance of forest highways;

“(2) not more than \$1,000,000 for each fiscal year may be used for signage identifying public hunting and fishing access; and

“(3) not more than \$10,000,000 for each fiscal year shall be used by the Secretary of Agriculture to pay the costs of facilitating the passage of aquatic species beneath forest roads (as defined in section 101(a) of title 23, United States Code), including the costs of constructing, maintaining, replacing, and removing culverts and bridges, as appropriate.”.

(d) **CORRECTION OF DESCRIPTION OF NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROJECT.**—Item number 1 of the table contained in section 1302(e) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1205) is amended in the State column by inserting “LA,” after “TX.”.

(e) **CORRECTION OF HIGH PRIORITY DESIGNATIONS.**—

(1) **KENTUCKY HIGH PRIORITY CORRIDOR DESIGNATION.**—Section 1105(c)(18)(E) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032; 112 Stat. 189; 115 Stat. 872) is amended by inserting before the period at the end the following: “, follow Interstate Route 24 to the Wendell H. Ford Western Kentucky Parkway, then utilize the existing Wendell H. Ford Western Kentucky Parkway and Edward T. Breathitt (Pennyrile) Parkway to Henderson”.

(2) **INTERSTATE ROUTE 376 HIGH PRIORITY DESIGNATION.**—

(A) **IN GENERAL.**—Section 1105(c)(79) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032; 119 Stat. 1213) is amended by striking “and on United States Route 422”.

(B) **CONFORMING AMENDMENT.**—Section 1105(e)(5)(B)(i)(I) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2033; 119 Stat. 1213) is amended by striking “and United States Route 422”.

(f) **CORRECTION OF INFRASTRUCTURE FINANCE SECTION.**—Section 1602(d)(1) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1247) is amended by striking “through 189 as sections 601 through 609, respectively” and inserting “through 190 as sections 601 through 610, respectively”.

(g) **CORRECTION OF PROJECT FEDERAL SHARE.**—Section 1964(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (119 Stat. 1519) is amended—

(1) by striking “only for the States of Alaska, Montana, Nevada, North Dakota, Oregon, and South Dakota.”;

(2) by striking “section 120(b)” and inserting “section 120”.

(h) **TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS DEFINED.**—Section 101(a) of title 23, United States Code, is amended by adding at the end the following:

“(39) **TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS.**—

(A) **IN GENERAL.**—The term ‘transportation systems management and operations’ means an