

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

bicycle safety to be achieved within a specific timeframe, and collect data needed to monitor progress;

(B) increase intermodal travel between public transportation and bicycles;

(C) provide incentives for State and local governments to adopt and implement complete street policies designed to accommodate all users, including motorists, pedestrians, bicyclists, transit riders, and people of all ages and abilities;

(D) encourage bicycle use in communities where significant segments of the population do not drive and where short trips are most common;

(E) expand funding for core Federal transportation programs that support non-motorized infrastructure, education, and encouragement programs by—

(i) safeguarding existing funding sources for nonmotorized transportation from inequitable treatment in the Federal transportation funds rescission process;

(ii) supporting funding for core Federal transportation programs that support non-motorized travel, including transportation enhancements, safe routes to school, and recreational trails; and

(iii) ensuring that highway safety improvement program funds are spent in proportion to the percentage of bicyclist and pedestrian fatalities in each State;

(F) facilitate the development of a coordinated system of United States bicycle routes across the country that cross state borders and connect metropolitan regions;

(G) create bicycle-friendly Federal land protection legislation, such as national recreation areas, to encourage regulations and management practices for mountain biking as an environmentally friendly non-motorized use of natural surface trails;

(H) provide flexibility in Federal transportation law that would speed up the delivery of nonmotorized infrastructure without sacrificing necessary environmental protections;

(I) provide Federal tax or funding incentives to—

(i) States that adopt motor vehicle laws that protect the rights of bicyclists to share the road;

(ii) businesses that expand bicycle-friendly programs for their employees;

(iii) the health care industry to develop more member discount programs, that target increased physical activity such as bicycling and walking; and

(iv) provide bicycle commuters the transportation fringe benefits currently provided to people who commute by car or mass transit; and

(J) build upon the "Green the Capitol Initiative" as a model, create and provide an environmentally sustainable and healthy working environment for employees that includes the promotion of bicycling as a transportation alternative;

(3) encourages the Department of Transportation to provide leadership and coordination by reestablishing the Federal bicycle task force to include representatives from all relevant Federal agencies.

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 re-

marks, and to include extraneous material on H. Con. Res. 305.

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 today in support of H. Con. Res. 305, a resolution that recognizes the important role bicycling plays in both recreation and transportation. I thank Representative EARL BLUMENAUER, an avid cyclist, for bringing this measure to the floor. May has been designated as National Bike Month, making it an appropriate time to consider this measure.

Cycling is a healthy, environmentally friendly activity and mode of transportation. At a time when our Nation is facing a growing obesity epidemic and the challenges of global climate change, we in Congress should be making every effort to encourage and accommodate cyclists.

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H. Con. Res. 305 expresses the support of the Congress for a number of commonsense approaches to increase bicycling and to protect cyclists, including setting goals to reduce vehicle miles traveled, or VMT, and to increase the safety of cyclists, spending highway safety funds proportionately to the percentage of cyclist and pedestrian deaths, implementing "complete streets" policies that take into account the needs of all users when designing a road, streamlining non-motorized transportation project delivery while upholding environmental standards, creating bicycle-friendly Federal lands and developing a national bike route system, continuing and strengthening Federal programs that support nonmotorized transportation and increasing intermodalism, building on the Green the Capitol initiative, which includes a bike sharing program and sets an example for employers to be bicycle friendly.

In 1994, the U.S. Department of Transportation, DOT, delivered the National Bicycling and Walking Study to Congress, which created a now-defunct interagency task force to coordinate bicycling and walking safety and mobility efforts across Federal agencies. This resolution encourages DOT to reestablish this task force with representatives from all appropriate Federal agencies.

H. Con. Res. 305 gives us a foundation to use as we consider the role cycling will play in the upcoming surface transportation authorization, and lays out a number of thoughtful approaches to increase bicycling and keep cyclists safe.

I thank, again, the gentleman from Oregon (Mr. BLUMENAUER) 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 Concurrent Resolution 305, introduced by our colleague, EARL BLUMENAUER from Oregon. The resolution expresses the importance of bicycles in our transportation system. Bicycles provide a way to reduce congestion on our highways, decrease air pollution and enrich the health of Americans who use them.

The resolution supports the implementation of State and local street policies that accommodate all users of transportation, and supports funding for core Federal transportation programs that support nonmotorized infrastructure.

With rising fuel prices, bicycling offers a way for Americans to save money and time on our busy highways, while maintaining and improving their fitness. I hope this concurrent resolution will bring attention to the many benefits of bicycling.

Mr. Speaker, I support passage of the resolution, and urge my colleagues to do the same.

Mr. OBERSTAR. Mr. Speaker, I rise today in support of H. Con. Res. 305. H. Con. Res. 305 recognizes the important role bicycling plays in both transportation and recreation, and is an appropriate resolution to consider in May, which has been designated as National Bike Month. This resolution expresses the support of the Congress for a number of policies that would encourage cycling and advance our intermodal transportation network. I thank the gentleman from Oregon (Mr. BLUMENAUER) for introducing this resolution.

Our transportation choices can play a key role in solving the serious problems of worsening congestion and air quality, the obesity epidemic that afflicts millions of children and adults, and the threat of global climate change. To achieve these solutions, our transportation planning must be refocused to accommodate users of environmentally-friendly and healthy modes of transportation such as cycling. My experience has taught me that people want to get out of their cars; they want to lead active and healthy lifestyles; and they want to do their part to protect our environment. By providing the appropriate infrastructure, we can give people the option to make smart travel choices.

H. Con. Res. 305 expresses the support of the Congress for a number of common sense approaches to increase bicycling and to protect cyclists, including:

Setting goals to reduce vehicle miles traveled, VMT, to increase the safety of cyclists, and encouraging and allowing people to bicycle for short trips;

Spending highway safety funds proportionately to the percentage of cyclist and pedestrian deaths;

Implementing "complete streets" policies that take into account the needs of all users when designing a road;

Providing flexibility for nonmotorized transportation project delivery while upholding environmental standards;

Creating bicycle-friendly Federal lands and developing a national bike route system;

Continuing and strengthening Federal programs that support nonmotorized transportation and increasing intermodalism; and

Building upon the "Greening the Capitol" initiative, which includes a bike sharing program

and sets an example for employers to be bicycle-friendly.

In 1994, the U.S. Department of Transportation, DOT, issued the National Bicycling and Walking Study, establishing a national goal of doubling the percentage of trips made by foot and bicycle while simultaneously reducing crashes involving the two modes by ten percent. It also created a now-defunct inter-agency task force to coordinate these efforts across Federal agencies. This resolution encourages DOT to re-establish this task force with representatives from all appropriate Federal agencies.

H. Con. Res. 305 provides a framework for some of the choices that the Congress will need to make in the upcoming surface transportation authorization legislation. The Federal Government has a long history of visionary leadership in the transportation field, and we need to again show the leadership necessary to encourage mode shift, reduce congestion, and create a cleaner and healthier society. We must work to build a transportation system that enhances our quality of life and gives users modal choice, and bicycle infrastructure needs to be a part of this.

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

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

Ms. HIRONO. 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. 305.

The question was taken.

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

#### GAS PRICE RELIEF FOR CONSUMERS ACT OF 2008

Mr. SCOTT of Virginia. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6074) to amend the Sherman Act to make oil-producing and exporting cartels illegal and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6074

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

#### SECTION 1. SHORT TITLE.

This Act may be cited as the "Gas Price Relief for Consumers Act of 2008".

#### TITLE I—AMENDMENT TO SHERMAN ACT

##### SEC. 101. SHORT TITLE.

This title may be cited as the "No Oil Producing and Exporting Cartels Act of 2008" or "NOPEC".

##### SEC. 102. SHERMAN ACT.

The Sherman Act (15 U.S.C. 1 et seq.) is amended by adding after section 7 the following:

"SEC. 7A. (a) It shall be illegal and a violation of this Act for any foreign state, or any instrumentality or agent of any foreign state, to act collectively or in combination with any other foreign state, any instrumentality or agent of any other foreign state, or any other person, whether by cartel or any other association or form of cooperation or joint action—

"(1) to limit the production or distribution of oil, natural gas, or any other petroleum product;

"(2) to set or maintain the price of oil, natural gas, or any petroleum product; or

"(3) to otherwise take any action in restraint of trade for oil, natural gas, or any petroleum product; when such action, combination, or collective action has a direct, substantial, and reasonably foreseeable effect on the market, supply, price, or distribution of oil, natural gas, or other petroleum product in the United States.

"(b) A foreign state engaged in conduct in violation of subsection (a) shall not be immune under the doctrine of sovereign immunity from the jurisdiction or judgments of the courts of the United States in any action brought to enforce this section.

"(c) No court of the United States shall decline, based on the act of state doctrine, to make a determination on the merits in an action brought under this section.

"(d) The Attorney General of the United States may bring an action to enforce this section in any district court of the United States as provided under the antitrust laws."

##### SEC. 103. SOVEREIGN IMMUNITY.

Section 1605(a) of title 28, United States Code, is amended—

(1) in paragraph (6) by striking "or" after the semicolon;

(2) in paragraph (7) by striking the period and inserting "; or"; and

(3) by adding at the end the following:

"(8) in which the action is brought under section 7A of the Sherman Act."

#### TITLE II—CREATION OF DEPARTMENT OF JUSTICE PETROLEUM INDUSTRY ANTITRUST TASK FORCE

##### SEC. 201. ESTABLISHMENT OF DEPARTMENT OF JUSTICE PETROLEUM INDUSTRY ANTITRUST TASK FORCE.

(a) ESTABLISHMENT OF TASK FORCE.—The Attorney General shall establish in the Department of Justice a Petroleum Industry Antitrust Task Force (in this title referred to as the "Task Force").

(b) RESPONSIBILITIES OF TASK FORCE.—The Task Force shall have the responsibility for—

(1) developing, coordinating, and facilitating the implementation of the investigative and enforcement policies of the Department of Justice related to petroleum industry antitrust issues under Federal law,

(2) consulting with, and requesting assistance from, other Federal entities as may be appropriate, and

(3) preparing and submitting to the Congress an annual report that—

(A) describes all investigatory and enforcement efforts of the Department of Justice related to petroleum industry antitrust issues, and

(B) addresses the issues described in subsection (c).

(c) ISSUES TO BE EXAMINED BY TASK FORCE.—The Task Force shall examine all issues related to the application of Federal antitrust laws to the market for petroleum and petroleum products, including the following:

(1) The existence and effects of any price gouging in sales of gasoline.

(2) The existence and effects of any international oil cartels.

(3) The existence and effects of any collusive behavior in controlling or restricting petroleum refinery capacity.

(4) The existence and effects of any anti-competitive price discrimination by petroleum refiners or other wholesalers of gasoline to retail sellers of gasoline.

(5) The existence and effects of any unilateral actions, by refiners or other wholesalers of petroleum products, in the nature of withholding supply or otherwise refusing to sell petroleum products in order to inflate the price of such products above competitive levels.

(6) The existence and effects of any anti-competitive manipulation in futures markets or other trading exchanges relating to petroleum or petroleum products.

(7) The existence and effects of any other anticompetitive market manipulation activities involving petroleum or petroleum products.

(8) Any other anticompetitive behavior that impacts the price or supply of petroleum or petroleum products.

(9) The advisability of revising the merger guidelines to appropriately take into account particular aspects of the petroleum and petroleum products marketplace.

(10) The advisability of amending the antitrust laws in light of any competitive problems in the petroleum and petroleum products marketplace described in paragraphs (1)–(8) that cannot currently be effectively addressed under such laws.

(d) DIRECTOR OF TASK FORCE.—The Attorney General shall appoint a director to head the Task Force.

(e) INITIAL REPORT.—The 1st report required by subsection (b)(2) shall be submitted to the Congress not later than December 31, 2008.

#### TITLE III—STUDY BY THE GOVERNMENT ACCOUNTABILITY OFFICE

##### SEC. 301. STUDY BY THE GOVERNMENT ACCOUNTABILITY OFFICE.

(a) STUDY.—Not later than 180 days after the date of the enactment of this Act, the Comptroller General of the United States shall conduct a study evaluating the effects of mergers addressed in covered merger consent decrees on competition in the markets involved, including the effectiveness of divestitures required under those consent decrees in preserving competition in those markets.

(b) REPORT.—Not later than one year after the date of the enactment of this Act, the Comptroller General shall submit a report to Congress and the Department of Justice regarding the findings of the study conducted under subsection (b).

(c) ATTORNEY GENERAL CONSIDERATION.—Upon receipt of the report described in subsection (b), the Attorney General shall refer the report to the Task Force established under section 201, which shall consider whether any further enforcement action is warranted to protect or restore competition in any market affected by a transaction to which any covered merger consent decree relates.

(d) DEFINITION.—In this section, the term "covered merger consent decree" means a consent decree entered in the 10-year period ending on the date of the enactment of this Act, in an enforcement action brought under section 7 of the Clayton Act against a person engaged in the business of exploring for, producing, refining, processing, storing, distributing, or marketing petroleum or petroleum products.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from