

## SUPPORTING NATIONAL BIKE MONTH

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JULY 17, 2006.—Ordered to be printed  
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Mr. YOUNG of Alaska, from the Committee on Transportation and Infrastructure, submitted the following

### R E P O R T

[To accompany H. Con. Res. 145]

The Committee on Transportation and Infrastructure, to whom was referred the concurrent resolution (H. Con. Res. 145) expressing the sense of Congress in support of a national bike month and in appreciation of cyclists and others for promoting bicycle safety and the benefits of cycling, having considered the same, report favorably thereon without amendment and recommend that the concurrent resolution be agreed to.

#### PURPOSE OF THE LEGISLATION

H. Con. Res. 145 expresses the sense of Congress in support of the month of May being celebrated as National Bike Month. The resolution also expresses appreciation for cyclists and those that promote cycling and bicycle safety.

#### BACKGROUND AND NEED FOR THE LEGISLATION

Approximately 100 million United States citizens of all ages cycle each year including 57 million adult cyclists and about 5 million adults who commute to work by bicycle. Cycling is a safe, low-impact, aerobic activity for all ages that is environmentally friendly. The United States officially recognizes May 20th as Bike to Work Day and since 1956 the League of American Bicyclists and the majority of the international cycling community have celebrated the month of May as National Bike Month.

#### SUMMARY OF THE LEGISLATION

The official title of the resolution as introduced is: “Expressing the sense of Congress in support of a national bike month and in appreciation of cyclists and others for promoting bicycle safety and the benefits of cycling.”

H. Con. Res. 145 recognizes the month of May as National Bike Month. May has officially been celebrated as National Bike Month by the cycling community since 1956 in order to educate Americans about bike safety and the benefits of cycling. It is the sense of Congress that Americans should observe a national bike month to promote bike safety, and the health, transportation, recreational, and environmental benefits derived from cycling.

House Concurrent Resolution 145 provides an opportunity to salute the more than 57 million cyclists and the national and community-based volunteers and professionals associated with cycling for promoting bicycle safety and the benefits of cycling. This transportation choice is environmentally friendly and allows cyclists to incorporate exercise into their everyday lives.

National Bike Month has inspired countless bike rides, safety inspections, commuter challenges, ribbon cuttings, “share the road” promotions, and other varied celebrations of bicycling in communities throughout the nation. National Bike Month recognizes the significant impact bicycling has had on our nation’s transportation system, and promotes the limitless benefits of cycling.

#### LEGISLATIVE HISTORY AND COMMITTEE CONSIDERATION

Congressman Blumenauer introduced this resolution on May 5, 2005 for himself, Mr. Oberstar, Mr. Petri, Mr. Shimkus, Mr. Johnson of Illinois and Mr. Hobson. The resolution was referred to the Committee on Transportation and Infrastructure and the Subcommittee on Highways, Transit and Pipelines. The resolution was also referred to the House Energy and Commerce Committee. On May 18, 2005 the resolution was considered at a Transportation and Infrastructure Committee mark-up session and was ordered favorably reported by voice vote.

#### ROLLCALL VOTES

Clause 3(b) of rule XIII of the Rules of the House of Representatives requires each committee report to include the total number of votes cast for and against on each rollcall vote on a motion to report and on any amendment offered to the measure or matter, and the names of those members voting for and against. There were no rollcall votes on this resolution.

#### COMMITTEE OVERSIGHT FINDINGS

With respect to the requirements of clause 3(c)(1) of rule XIII of the Rules of the House of Representatives, the Committee’s oversight findings and recommendations are reflected in this report.

#### COST OF LEGISLATION

With respect to the requirements of clause 3(d)(2) of rule XIII of the Rules of the House of Representatives, H. Con. Res. 145 is a sense of the Congress resolution and therefore does not have the force of law. As such, there is no cost associated with this legislation for fiscal year 2005, nor for any fiscal year thereafter.

#### COMPLIANCE WITH HOUSE RULE XIII

1. With respect to the requirement of clause 3(c)(2) of rule XIII of the Rules of the House of Representatives, and 308(a) of the

Congressional Budget Act of 1974, the Committee advises that the resolution contains no measure that authorizes funding, so no comparison of the total estimated funding level for the relevant programs to the appropriate levels under current law is required.

2. With respect to the requirement of clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the Committee advises that the resolution contains no measure that authorizes funding, so no statement of general performance and objectives for any measure that authorizes funding is required.

3. With respect to the requirement of clause 3(c)(3) of rule XIII of the Rules of the House of Representatives and section 402 of the Congressional Budget Act of 1974, the Committee advises that the resolution contains no measure that authorizes funding, so no cost estimate nor comparison for any measure that authorizes funding is required.

#### CONSTITUTIONAL AUTHORITY STATEMENT

Pursuant to clause 3(d)(1) of rule XIII of the Rules of the House of Representatives, committee reports on a bill or joint resolution of a public character shall include a statement citing the specific powers granted to the Congress in the Constitution to enact the measure. The Committee on Transportation and Infrastructure finds that Congress has the authority to enact this measure pursuant to its powers granted under article I, section 8 of the Constitution.

#### FEDERAL MANDATES STATEMENT

The Resolution contains no federal mandates.

#### PREEMPTION CLARIFICATION

Section 423 of the Congressional Budget Act of 1974 requires the report of any Committee on a bill or joint resolution to include a statement on the extent to which the bill or joint resolution is intended to preempt state, local, or tribal law. The Committee states that H. Con. Res. 145 does not preempt any state, local, or tribal law.

#### ADVISORY COMMITTEE STATEMENT

No advisory committees within the meaning of section 5(b) of the Federal Advisory Committee Act are created by this legislation.

#### APPLICABILITY TO THE LEGISLATIVE BRANCH

The Committee finds that the legislation does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the Congressional Accountability Act. (Public Law 104–1.)

#### CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

H. Con. Res. 145 makes no changes in existing law.