

## RECOGNIZING THE IMPORTANCE OF BICYCLING IN TRANSPORTATION AND RECREATION

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MAY 19, 2008.—Referred to the House Calendar and ordered to be printed

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Mr. OBERSTAR, from the Committee on Transportation and  
Infrastructure, submitted the following

### R E P O R T

[To accompany H. Con. Res. 305]

[Including cost estimate of the Congressional Budget Office]

The Committee on Transportation and Infrastructure, to whom was referred the concurrent resolution (H. Con. Res. 305) recognizing the importance of bicycling in transportation and recreation, 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. 305 recognizes the important role bicycling plays in both transportation and recreation. The resolution highlights the needs for investing in cycling infrastructure, and expresses the support of the Congress for policies that encourage cycling as a mode of transportation and recreation.

#### BACKGROUND AND NEED FOR LEGISLATION

H. Con. Res. 305 recognizes the important role bicycling plays in both transportation and recreation. This resolution highlights the advantages of supporting expanded cycling infrastructure and investment, including public health, environmental, and economic benefits.

The resolution expresses the support of Congress for policies that: establish target levels for increased bicycle usage and decreased vehicle miles traveled; increase intermodalism; provide incentives for complete streets policies; encourage bicycle usage for short trips; expand funding for core Federal transportation programs that support nonmotorized transportation; facilitate the de-

velopment of a national bicycle route system; create bicycle-friendly Federal lands; provide flexibility for nonmotorized transportation project delivery while upholding environmental standards; and build upon the “Green the Capitol” initiative.

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 interagency 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.

#### SUMMARY OF THE LEGISLATION

H. Con. Res. 305 recognizes the important role bicycling plays in both transportation and recreation. The resolution highlights the needs for investing in cycling infrastructure, and expresses the support of the Congress for policies that encourage cycling as a mode of transportation and recreation.

#### LEGISLATIVE HISTORY AND COMMITTEE CONSIDERATION

On February 28, 2008, Representative Earl Blumenauer introduced H. Con. Res. 305. This resolution has not been introduced in a previous Congress.

On May 15, 2008, the Committee on Transportation and Infrastructure met in open session to consider the H. Con. Res. 305. The Committee agreed to the resolution and ordered it reported favorably to the House by voice vote.

#### RECORD VOTES

Clause 3(b) of rule XIII of the House of Representatives requires each committee report to include the total number of votes cast for and against on each record 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 recorded votes taken in connection with ordering H. Con. Res. 305 reported. A motion to order H. Con. Res. 305 reported favorably to the House was agreed to by voice vote with a quorum present.

#### COMMITTEE OVERSIGHT FINDINGS

With respect to the requirements of clause 3(c)(I) 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

Clause 3(c)(2) of rule XIII of the Rules of the House of Representatives does not apply where a cost estimate and comparison prepared by the Director of the Congressional Budget Office under section 402 of the Congressional Budget Act of 1974 has been timely submitted prior to the filing of the report and is included in the report. Such a cost estimate is included in this report.

## 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 references the report of the Congressional Budget Office included in the report.

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 has received the enclosed cost estimate for H. Con. Res. 305 from the Director of the Congressional Budget Office:

U.S. CONGRESS,  
CONGRESSIONAL BUDGET OFFICE,  
*Washington, DC, May 16, 2008.*

Hon. JAMES L. OBERSTAR,  
*Chairman, Committee on Transportation and Infrastructure,  
House of Representatives, Washington, DC.*

DEAR MR. CHAIRMAN: The Congressional Budget Office has prepared the enclosed cost estimate for H. Con. Res. 305, recognizing the importance of bicycling in transportation and recreation.

If you wish further details on these estimates, we will be pleased to provide them. The CBO staff contact is Matthew Pickford.

Sincerely,

ROBERT A. SUNSHINE  
(For Peter R. Orszag, Director).

Enclosure.

*H. Con. Res. 305—Recognizing the importance of bicycling in transportation and recreation*

H. Con. Res. 305 would state that the Congress recognizes that increased and safe bicycle use for transportation and recreation is in the national interest of the United States and supports policies that increase bicycle use. Adopting H. Con. Res. 305 would result in no cost to the Federal Government.

The CBO staff contact for this estimate is Matthew Pickford. The estimate was approved by Peter H. Fontaine, Assistant Director for Budget Analysis.

## COMPLIANCE WITH HOUSE RULE XXI

Pursuant to clause 9 of rule XXI of the Rules of the House of Representatives, H. Con. Res. 305 does not contain any congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9(d), 9(e), or 9(f) of rule XXI of the Rules of the House of Representatives.

## 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 Committee adopts as its own the estimate of Federal mandates prepared by the Director of the Congressional Budget Office pursuant to section 423 of the Unfunded Mandates Reform Act (Public Law 104–4).

#### 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. 305 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 resolution.

#### APPLICABILITY TO THE LEGISLATIVE BRANCH

The Committee finds that the resolution 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

The concurrent resolution makes no changes to existing law.

