

of the bill. We did here increase the capital program authorization to \$20 million for fiscal 2007 from the current \$18 million. And we increase the maintenance, repair and security authorization to \$19.1 million, from the previous level of 18 million. That will allow the Center to proceed with renovation of the Eisenhower theater, and life safety projects associated with the roof terrace.

A major assessment of the Center indicated needs to enhance safety, and these are costs in addition to what the Center is capable of providing, so the authorization level will be consistent with those recommendations.

And the bill is also consistent with the administration's budget request to provide funding, and for the appropriation amounts included in the Interior, Environment and Related Agencies Appropriation bill.

The Kennedy Center is the Nation's outstanding center for the performing arts. It is a world renowned center for the performing arts, and is a national treasure. It is, in fact, a national historic site. It is under the jurisdiction of the Committee on Transportation and Infrastructure. We treat it as a national treasure.

These are investments in the future well-being of that structure. And the investments that we have made through this committee over many years at the time that the chairman of the subcommittee, the gentleman from Pennsylvania, Mr. SHUSTER, and the previous chairman of the full committee, Mr. SHUSTER, has seen to the needs, the investment that keep this Center for the Performing Arts a world premiere facility.

As President John F. Kennedy said, "a Nation without the arts has nothing to look backward to with pride, nor forward to with hope."

The investment that we make in the facility of the Kennedy Center for the Performing Arts allows us to look forward with hope to the grandeur and the joy of the spirit, the human spirit that is provided by the performing arts.

Mr. Speaker, I yield back the balance of my time.

Mr. SHUSTER. Mr. Speaker, we have no further speakers. I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania (Mr. SHUSTER) that the House suspend the rules and pass the bill, H.R. 5187.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

#### EXPRESSING THE SENSE OF CONGRESS IN SUPPORT OF A NATIONAL BIKE MONTH

Mr. PETRI. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 145) ex-

pressing 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.

The Clerk read as follows:

H. CON. RES. 145

Whereas there are over 57 million adult cyclists in the United States;

Whereas it is estimated that 100 million United States citizens of all ages cycle each year;

Whereas 5 million United States citizens commute by bicycle to work;

Whereas the bicycle industry generates more than \$5 billion dollars a year and is an important part of the economy of the United States;

Whereas recreational cycling is a safe, low-impact, aerobic activity for all ages;

Whereas when an individual cycles as a form of regular exercise, the health of the individual may be increased;

Whereas a national bike month would provide an opportunity to educate United States citizens about the importance of bicycle safety and the health benefits of cycling;

Whereas most communities in the United States officially recognize May 20th as Bike to Work Day; and

Whereas the month of May has officially been celebrated as National Bike Month by the League of American Bicyclists and the majority of the international cycling community since 1956: Now, therefore, be it

*Resolved by the House of Representatives (the Senate concurring), That it is the sense of Congress that—*

(1) United States citizens should observe a national bike month to educate citizens of the United States about the importance of bicycle safety and the health, transportation, recreational, and environmental benefits derived from cycling;

(2) health and transportation professionals and organizations should promote bicycle safety and the benefits of cycling; and

(3) United States citizens should salute the more than 57 million cyclists in the United States and the national and community organizations, individuals, volunteers, and professionals associated with cycling for promoting bicycle safety and the benefits of cycling.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Wisconsin (Mr. PETRI) and the gentleman from Oregon (Mr. BLUMENAUER) each will control 20 minutes.

The Chair recognizes the gentleman from Wisconsin.

GENERAL LEAVE

Mr. PETRI. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and to include extraneous material on H. Con. Res. 145.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Wisconsin?

There was no objection.

Mr. PETRI. Mr. Speaker, I yield myself such time as I may consume.

Since 1956, the international cycling community and the League of American Bicyclists have celebrated May as National Bike Month. This resolution expresses the sense of Congress that U.S. citizens should observe a National Bike Month.

Over 100 million American citizens of all ages cycle each year. In addition, 5

million people commute by bike to work.

But these people are the exception, not the rule. Over 57 million people in the United States are overweight. 78 percent of Americans do not meet the recommended basic levels of activity.

During this time when childhood obesity and type II diabetes are rising at alarming rates, it is important that we encourage people to a more active lifestyle.

Cycling is a safe, low impact, aerobic activity for all ages. As more people participate in activities such as cycling, the recent trends in obesity and type II diabetes can be reversed.

Mr. Speaker, as a member of the Bike Caucus and cosponsor of this bill, I support efforts to publicize the benefits of cycling and of bicycle safety. My home State of Wisconsin is a leader among the States in the number of trails our residents can enjoy and more than half a million people in Wisconsin ride a bike at least once a month.

On the business side, we are the proud home of manufacturers of bikes and bike products. Even the President of the United States rides a Trek, headquartered in Wisconsin, as does seven-time Tour-de-France winner Lance Armstrong.

Mr. Speaker, I urge all of my colleagues to support H. Con. Res. 145. By establishing a National Bike Month we are providing the opportunity to educate people about the importance of bicycle safety and the health benefits of cycling.

Mr. Speaker, I reserve the balance of my time.

Mr. BLUMENAUER. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, this is the 50th year we have observed Bike Month, and it has been somewhat delayed coming to the floor this year, but I think it is all the more significant.

We just witnessed this last week, American Floyd Landis in his heroic victory in the Tour-de-France, just in time for him to proceed with surgery to replace his hip.

We have watched this summer as gasoline prices have exceeded \$3 a gallon across the country, and record high oil prices. To say nothing of the continued congestion, pollution and parking nightmares suffered by so many Americans. It is appropriate for us to reflect on the contributions of the bicycle today and its potential for the future.

□ 1530

The bicycle is the most efficient form of urban transportation yet designed by man. It is fun, healthy, inexpensive. It is often identified with kids; and that is appropriate. We are working hard to make it safe and attractive for children. The recent reauthorization of the Surface Transportation Act authorized almost two-thirds of \$1 billion for our historic Safe Routes to School program. We are watching safety education for young cyclists around the country.

But it is important to note, as my colleague from Wisconsin pointed out, that this is not just for children. We do have over 57 million Americans who take part in cycling as part of their regular routine. It is the seventh most popular recreational activity in America.

It is also serious transportation. Those 5 million American bicycle commuters that my colleague referenced in his comments a moment ago burn 90,000 calories a year for a 5-mile commute on average instead of seven barrels of oil, a savings of 35 million barrels of oil at a time when we are concerned about our energy dependence on oil from imported sources.

It is serious in terms of our economy. That commuter who was cycling was saving money. I did a little back-of-the-envelope calculation. Since I came to Congress 10 years ago and made a decision that I was going to bring a bicycle to our Nation's capital instead of an automobile, I have been able to save, conservatively, \$40,000.

The economic impact goes beyond individuals who use bikes. It is a significant part of our Nation's economy, somewhere between \$5.5 billion and \$6 billion a year in economic activity just in terms of the direct bicycle industry. Worldwide there are three times as many bicycles manufactured as cars, and even in the United States we sell more bikes than automobiles. There are some 5,000 independent specialized bicycle shops around the country, 2,000 companies that are involved with the marketing of bicycles, and manufacture of accessories.

In my community, we have recently completed an economic impact statement for cycling in Portland, Oregon. We have been able to identify well over 800 jobs and over \$63 million in direct economic impact in our little community. It has dramatic ripple effects across the country.

We are also seeing an explosion in the number of bicycle events, in my community, every day across the country, hundreds of them. Bicycle tourism has assumed a very significant role, starting with the historic Ragbride, the ride across Iowa. State after State are now involved with similar activities. Oregon has the Cycle Oregon, a week-long adventure that often is sold out the day that the route is announced. But there are others in terms of mountain bike adventures, cycling events on behalf of charity. This is an important mixing of charitable, economic, and recreational activity.

Our celebration of cycling also should include reflecting on the effects of integrating bicycling into the fabric of our community. There is nothing that is a better expression of a livable community. Indeed, some would suggest that a family that is able to cycle safely down the street is an indicator species of a livable community. Making bicycles available on transit vehicles, having bike parking, all of these make a difference in terms not just of

the adventure but the utility of cycling in everyday life.

Mr. Speaker, since we formed the Bicycle Caucus here in Congress, and my colleague referenced his membership, we have 164 bike-partisan members of the Congressional Bicycle Caucus that are active in terms of not just promoting some recreational activity on the Hill for Members, their families and staff but also advocating on behalf of cycling in our Nation's capital and around the country.

We have been able, through a collective effort, to invest in the most recent reauthorization, not just the two-thirds of \$1 billion I mentioned for Safe Routes to School but some \$4.5 billion of bicycle path trail amenities, several thousand projects that are priority projects of Members. It seems that every Member that I talked to has a bicycle story, something that makes a difference to them individually or to their community.

We are celebrating Bicycle Month and its importance to the country not a moment too soon. Cycling is important for the health of our citizens. It is playing a larger role for the health of our economy and our environment and literally the health of our communities and our planet. We are recognizing not just a Bicycle Month but the role in cycling in making a livable community, making all our families safer, healthier, and more economically secure.

Mr. OBERSTAR. Mr. Speaker, I strongly support H. Con. Res. 145 to recognize May as National Bike Month and to acknowledge efforts of bicycling advocates to promote the limitless benefits of cycling, including reduced congestion, healthier lifestyles, and an environmentally friendly and efficient mode of transportation.

May has officially been celebrated as National Bike Month by the cycling community since 1956 to educate Americans about bike safety and the benefits of cycling.

H. Con. Res. 145 provides an opportunity to salute the more than 100 million people of all ages who cycle each year, and the national and community-based volunteers and professionals associated with cycling for promoting bicycle safety and the benefits of cycling.

Bicycling is the most efficient form of urban transportation in history. This transportation choice helps ease congestion on our roads and reduce environmental pollution while allowing 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.

Bicycling became popular in the 1880s, when cyclists formed the League of American Wheelman—still in existence and now called the League of American Bicyclists. The league began the first organized lobby for better roads, literally paving the road for the automobile.

This body has had a major hand in encouraging greater use of human-powered travel modes, increasingly recognizing the importance of bicycling as an alternative to travel by

motorized vehicles by providing unprecedented funding opportunities in the Nation's surface transportation bill.

Funding provided in the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users, SAFETEA—LU, will further help communities change transportation habits by building bike lanes and paths, adding sidewalks, installing crosswalks and organizing safer, more efficient ways for children to get to school.

I want to thank my colleague from Oregon for introducing this important resolution, and I want to thank this body for continuing to recognize the important role that cycling plays in our Nation's transportation system.

I urge my colleagues to join me in supporting H. Con. Res. 145.

Mr. BLUMENAUER. Mr. Speaker, I yield back the balance of my time.

Mr. PETRI. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Wisconsin (Mr. PETRI) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 145.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the concurrent resolution was agreed to.

A motion to reconsider was laid on the table.

#### EXPRESSING SENSE OF CONGRESS REGARDING CANDIDATES FOR DRIVER'S LICENSES

Mr. PETRI. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 235) expressing the sense of the Congress that States should require candidates for driver's licenses to demonstrate an ability to exercise greatly increased caution when driving in the proximity of a potentially visually impaired individual.

The Clerk read as follows:

H. CON. RES. 235

Whereas many people in the United States who are blind or otherwise visually impaired have the ability to travel throughout their communities without assistance;

Whereas visually impaired individuals encounter hazards that a pedestrian with average vision could easily avoid, many of which involve crossing streets and roadways;

Whereas the white cane and guide dog should be generally recognized as aids to mobility for visually impaired individuals;

Whereas many States do not require candidates for driver's licenses to associate the use of the white cane or guide dog with potentially visually impaired individuals; and

Whereas visually impaired individuals have had their white canes and guide dogs run over by motor vehicles, have been struck by the side-view mirrors of motor vehicles, and have suffered serious personal injury and death as the result of being hit by motor vehicles: Now, therefore, be it

*Resolved by the House of Representatives (the Senate concurring),* That it is the sense of the Congress that each State should require any candidate for a driver's license in such State to demonstrate, as a condition of obtaining a driver's license, an ability to associate the use of the white cane and guide dog with visually impaired individuals and to exercise