

LINCOLN HIGHWAY STUDY ACT OF 1999

SEPTEMBER 28, 2000.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. YOUNG of Alaska, from the Committee on Resources,
submitted the following

REPORT

[To accompany H.R. 2570]

[Including cost estimate of the Congressional Budget Office]

The Committee on Resources, to whom was referred the bill (H.R. 2570) to require the Secretary of the Interior to undertake a study regarding methods to commemorate the national significance of the United States roadways that comprise the Lincoln Highway, and for other purposes, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

PURPOSE OF THE BILL

The purpose of H.R. 2570 is to require the Secretary of the Interior to undertake a study regarding methods to commemorate the national significance of the United States roadways that comprise the Lincoln Highway.

BACKGROUND AND NEED FOR LEGISLATION

The Lincoln Highway, established in 1913, is comprised of more than 3,000 miles of roadway. The highway stretches from New York, New York, to San Francisco, California, and includes parts of United States Routes 1, 20, 30, (including 30N and 30S), 40, 50, 530 and Interstate 80. It traverses the States of New York, New Jersey, Pennsylvania, West Virginia, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada, and California. The Lincoln Highway was the United States' first transcontinental highway. It allowed vast portions of the country to be accessed by automobile. Despite the disappearance of some parts of the Lincoln Highway, many historic, cultural and engineering characteristics remain.

H.R. 2570 seeks to preserve the historical significance of this highway and the role it played in American popular culture.

H.R. 2570 would provide for a study of the preservation options for Lincoln Highway. This study shall be conducted by the Secretary of the Interior through the Director of the National Park Service. Representatives from each State traversed by the Lincoln Highway shall also participate in the evaluation. Participation will also be sought from State historic preservation offices, representatives of associations interested in the preservation of Lincoln Highway, and persons knowledgeable in American history, historic preservation, and popular culture. The study shall also consider private sector preservation alternatives.

H.R. 2570 provides an authorization of appropriations for \$500,000 to carry out the Lincoln Highway study. The Secretary of the Interior is to submit a report to Congress containing the results of the study no later than one year after the date on which funds are first made available.

COMMITTEE ACTION

H.R. 2570 was introduced on July 20, 1999, by Congressman Ralph Regula (R-OH). The bill was referred to the Committee on Resources, and within the Committee to the Subcommittee on National Parks and Public Lands. On September 20, 2000, the Full Committee met to consider the bill. The Subcommittee on National Parks and Public Lands was discharged from further consideration of the bill by unanimous consent. No amendments were offered and the bill was ordered favorably reported to the House of Representatives by unanimous consent.

COMMITTEE OVERSIGHT FINDINGS AND RECOMMENDATIONS

Regarding clause 2(b)(1) of rule X and clause 3(c)(1) of rule XIII of the Rules of the House of Representatives, the Committee on Resources' oversight findings and recommendations are reflected in the body of this report.

CONSTITUTIONAL AUTHORITY STATEMENT

Article I, section 8 of the Constitution of the United States grants Congress the authority to enact this bill.

COMPLIANCE WITH HOUSE RULE XIII

1. *Cost of Legislation.* Clause 3(d)(2) of rule XIII of the Rules of the House of Representatives requires an estimate and a comparison by the Committee of the costs which would be incurred in carrying out this bill. However, clause 3(d)(3)(B) of that rule provides that this requirement does not apply when the Committee has included in its report a timely submitted cost estimate of the bill prepared by the Director of the Congressional Budget Office under section 402 of the Congressional Budget Act of 1974.

2. *Congressional Budget Act.* As required by clause 3(c)(2) of rule XIII of the Rules of the House of Representatives and section 308(a) of the Congressional Budget Act of 1974, this bill does not contain any new budget authority, spending authority, credit authority, or an increase or decrease in revenues or tax expenditures.

3. *Government Reform Oversight Findings.* Under clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the Committee has received no report of oversight findings and recommendations from the Committee on Government Reform on this bill.

4. *Congressional Budget Office Cost Estimate.* Under clause 3(c)(3) of rule XIII of the Rules of the House of Representatives and section 403 of the Congressional Budget Act of 1974, the Committee has received the following cost estimate for this bill from the Director of the Congressional Budget Office:

U.S. CONGRESS,
CONGRESSIONAL BUDGET OFFICE,
Washington, DC, September 27, 2000.

Hon. DON YOUNG,
*Chairman, Committee on Resources,
House of Representatives, Washington, DC.*

DEAR MR. CHAIRMAN: The Congressional Budget Office has prepared the enclosed cost estimate for H.R. 2570, the Lincoln Highway Study Act of 1999.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Deborah Reis.

Sincerely,

BARRY B. ANDERSON
(For Dan L. Crippen, Director).

Enclosure.

H.R. 2570—Lincoln Highway Study Act of 1999

H.R. 2570 would direct the Secretary of the Interior to conduct a study of the Lincoln Highway, which runs from New York to California. The study would determine the national significance of the routes that compose the highway as well as options for their preservation and interpretation. The bill would authorize the appropriation of \$500,000 to conduct the study, and would require the Secretary to report on the results of the study within two years of receiving funds for it.

Assuming appropriation of the authorized amount, CBO estimates that implementing H.R. 2570 would cost the federal government \$500,000 over the next two years to complete the required study and report. Enacting the bill would not affect direct spending or receipts; therefore, pay-as-you-go procedures would not apply. H.R. 2570 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act and would have no significant impact on the budgets of state, local, or tribal governments.

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

COMPLIANCE WITH PUBLIC LAW 104-4

This bill contains no unfunded mandates.

PREEMPTION OF STATE, LOCAL OR TRIBAL LAW

This bill is not intended to preempt any State, local or tribal law.

CHANGES IN EXISTING LAW

If enacted, this bill would make no changes in existing law.

