

The rule authorizes the Chair to accord priority in recognition to Members who have preprinted their amendments in the CONGRESSIONAL RECORD. The rule also allows the chairman of the Committee of the Whole to postpone votes during consideration of the bill, and to reduce voting time to 5 minutes on a postponed question if the vote follows a 15-minute vote.

Finally, House Resolution 231 provides one motion to recommit, with or without instructions.

Mr. Speaker, H.R. 592 was introduced by the gentleman from New York (Mr. FOSSELLA), and would redesignate the Great Kills Park in the Gateway National Recreation Area as the World War II Veterans Park at Great Kills.

The Congressional Budget Office estimates that H.R. 592 would have no significant impact on the Federal budget. The bill contains no unfunded mandates, and thus would not affect pay-go procedures.

H.R. 592 was reported favorably by the Committee on Resources on a voice vote, and there is no controversy surrounding the bill.

Accordingly, I urge my colleagues to support both the rule and the underlying bill, and I reserve the balance of my time.

Mr. HALL of Ohio. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, this is an open rule. It will allow for full and fair debate on H.R. 592. As my colleague has described, this rule provides for 1 hour of general debate, to be equally divided and controlled by the chairman and ranking minority member of the Committee on Resources.

The rule permits amendments under the 5-minute rule, which is the normal amending process in the House. All Members on both sides of the aisle will have their opportunity to offer germane amendments.

Miller Field is a 64-acre section of the Gateway National Recreation Area on Staten Island, New York. The bill designates that section as the World War Veterans Park at Miller Field to honor the veterans who fought in the world wars to protect democracy and freedom.

This is an open rule. It was adopted by a voice vote on the Committee on Rules. I urge adoption of the rule.

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

Mr. HASTINGS of Washington. Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to.

A motion to reconsider was laid on the table.

ROUTE 66 CORRIDOR ACT

The SPEAKER pro tempore (Mr. STEARNS). Pursuant to House Resolution 230 and rule XVIII, the Chair declares the House in the Committee of

the Whole House on the State of the Union for the consideration of the bill, H.R. 66.

□ 1418

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 66) to preserve the cultural resources of the Route 66 corridor and to authorize the Secretary of the Interior to provide assistance, with Mr. BONILLA in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Utah (Mr. HANSEN) and the gentleman from New Mexico (Mr. UDALL) will each control 30 minutes.

The Chair recognizes the gentleman from Utah (Mr. HANSEN).

Mr. HANSEN. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, H.R. 66, introduced by the gentlewoman from New Mexico (Mrs. WILSON), will preserve the cultural resources of the Route 66 corridor.

Route 66 was a nationally significant part of American history, and was foremost among the early highways that helped change and shape America throughout the early and mid 20th century.

Extending from Chicago to Los Angeles, Route 66 was nonetheless important to the entire country. It enabled American businesses to move goods, individuals to seek better lives, and the government to move troops and war supplies. It also opened up the West to tourism, and allowed the post-war migration of families to the booming job market of California.

Route 66 has become an enduring part of America's culture through books, television, songs, and movies. As Americans became increasingly mobile, the two-lane roadway known as Route 66 could not handle the increased traffic volume. The Interstate Highway system came into existence, new roads were built, and traffic was diverted away from the former route.

Route 66 eventually became so fragmented and confusing that in 1979 it lost its official U.S. Highway Route 66 designation. The remaining portions of the former Route 66 have been incorporated into State and local highway systems.

H.R. 66 would preserve the cultural resources along the historic Route 66 by allowing the Secretary of the Interior to support and collaborate with State, local, and private institutions to preserve these resources.

The preservation of Route 66 would include the preservation or restoration of portions of the highway, businesses and sites of interest and other contributing resources along the highway. The Secretary could provide cost-share grants, information services, and technical assistance to local entities.

H.R. 66 would also authorize the appropriation of \$10 million for the period of fiscal years 2000 through 2009 to carry out the purposes of the bill. Mr. Chairman, this is a good piece of legislation, and I urge my colleagues to support H.R. 66.

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

Mr. UDALL of New Mexico. Mr. Chairman, I yield myself such time as I may consume.

(Mr. UDALL of New Mexico asked and was given permission to revise and extend his remarks.)

Mr. UDALL of New Mexico. Mr. Chairman, I congratulate the gentleman from Utah (Mr. HANSEN) and thank him for all the hard work he has done on the Committee on this bill, and I really appreciate very much the time and attention the gentleman has given to this.

I would also like to thank the gentlewoman from New Mexico (Mrs. WILSON) for her leadership and hard work on this bill. I can tell the Members, I am very proud to be an original cosponsor of this legislation.

Route 66 began in the early 1920s as a vision, a paved highway that would link the great American heartland with the Pacific Ocean. Starting in Chicago, Route 66 winds its way through eight States, Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, and California, before ending at Santa Monica, California.

At a time when most roads were unpaved, not to mention unpassable in inclement weather conditions, Route 66 stretched 2,400 miles and was one of the country's first paved interstate highways. In New Mexico, Route 66 wound its way through the towns of Tucumcari, which is located in my district, Santa Rosa, Albuquerque, Grants, and Gallup, which is also in my district.

Also during the early 1920s, the automobile was gaining in popularity. Prompted by lower prices as a result of Henry Ford's innovative assembly line manufacturing, the automobile was in reach of many Americans. Farmers and ranchers no longer lived in isolation for long periods of time, as they could now drive to town and still tend to their fields and animals all in the same day. Workers in urban areas could now live outside the cities and commute to work. American life was changing, and Route 66 chronicled these changes.

Michael Wallace wrote a book called "Route 66, the Mother Road," and I would recommend to any of the Members or any of the public this book. It is an excellent history of Route 66.

He wrote in the book, "Route 66 was the road of dreamers and ramblers, drifters and writers, the road of John Steinbeck, Woody Guthrie, and Jack Kerouac. A ribbon of American highway that transported the Oklahomans driven from their land as storms of dust swept across their farms to the promise of California. It was also the highway of commerce—of automated

ice cream stands and old 'no-tell' motels, salty truck stops, and the neon allure."

H.R. 66 authorizes the Secretary of the Interior to provide assistance to preserve or restore historic sites along the route; to cooperate with public and private entities in developing local preservation plans; to develop a technical assistance program in the preservation of Route 66; to coordinate a program of historic research, curation, and preservation; to make available cost-share grants; and to provide information about existing cost-share opportunities.

Route 66 started out as a vision. Today it is a fond memory, an important piece of Americana that should be preserved for current and future generations. This legislation will enable the preservation of this historic landmark, and will also provide a lift to the economies of every community along its route.

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

Mr. HANSEN. Mr. Chairman, I thank my friend, the gentleman from New Mexico, for his kind words, and I yield 10 minutes to the gentlewoman from New Mexico (Mrs. WILSON), the author of this piece of legislation, who has done a substantially great job in getting to this point.

Mrs. WILSON. Mr. Chairman, I thank the gentleman for yielding time to me.

I would like to thank the gentleman from Alaska (Chairman YOUNG), the ranking member, the gentleman from California (Mr. MILLER), the gentleman from Utah (Chairman HANSEN), and the ranking member, the gentleman from Puerto Rico (Mr. ROMERO-BARCELÓ) for their support of H.R. 66.

I would also like to commend the staff who have worked so hard on this, Allen Freemyer and Gary Griffith, David Watkins and Rick Healy.

I would also like to recognize the hard work of Mrs. Susie McComb, the President of the New Mexico Route 66 Association, and Mr. David Knudson, who is the executive director of the National Historic Route 66 Federation, for their support of this bill.

Mr. Chairman, H.R. 66, a bill to preserve and protect the cultural resources of the Route 66 corridor, is important to my State and to many others. The gentleman from Oklahoma (Mr. WATKINS), the gentleman from New Mexico (Mr. SKEEN), and Senators DOMENICI and BINGAMAN of New Mexico and others who live along this historic route have been working on it for more than 5 years now.

I would also like to thank my colleague, the gentleman from northern New Mexico (Mr. UDALL) for his joining on as an original cosponsor of H.R. 66 this year.

This version of H.R. 66 addresses the concerns raised by both the majority and the minority on the Committee on Resources. It passed by voice vote in both the Subcommittee on National Parks and Public Lands and on the full Committee on Resources.

At a March 11, 1999, subcommittee hearing, the administration testified in support of the bill. H.R. 66 is substantially similar to a bill that the House considered on the floor last year in the waning days of the 105th Congress. The Senate companion to my bill, which was H.R. 4513, garnered a majority of support, but there were some objections because it did not go through the normal hearing process.

The bill is supported by the National Parks and Conservation Association and the National Park Service, and enjoys bipartisan support in both the House and Senate.

H.R. 66 authorizes the National Park Service to support efforts of State and local, public and private persons, nonprofit Route 66 associations, Indian tribes, State historic preservation offices, and others for the preservation or restoration of structures or other cultural resources, of businesses and sites of interest along Route 66.

The Park Service would act as a clearinghouse for communication among Federal, State, and local agencies, as well as nonprofit entities, and would participate in cost-sharing programs and make grants not to exceed \$10 million over 10 years. That is what the bill is about. I think it is more important what Route 66 is about.

Route 66 is 2,448 miles long. It crosses eight States and three time zones stretching from Chicago all the way to L.A. It is firmly rooted in Americana.

□ 1430

Almost every child in America who studies English in high school reads "The Grapes of Wrath", where John Steinbeck writes, "Highway 66 is the migrant road. 66—the long concrete path across the country, waving gently up and down on the map, from the Mississippi to Bakersfield—over the red lands and the gray lands, twisting up into the mountains, crossing the Divide and down into the bright and terrible desert, and across the desert to the mountains again, and into the rich California valleys.

"66 is the path of a people in flight, refugees from dust and shrinking land, from the thunder of tractors and shrinking ownership, from the desert's slow northward invasion, from the twisting winds that howl up out of Texas, from the floods that bring no richness to the land and steal what little richness is there. From all of these the people are in flight, and they come into 66 from the tributary side roads, from the wagon tracks and the rutted country roads, 66 is the mother road, the road of flight.

"Two hundred and fifty thousand people over the road. Fifty thousand old cars—fifty thousand wounded, steaming. Wrecks along the road, abandoned. Well, what happened to them? What happened to the folks in that car? Did they walk? Where does the courage come from? Where does the terrible faith come from?

"The people in flight from the terror behind—strange things happen to

them, some bitterly cruel and some so beautiful that the faith is refired forever."

Route 66 is a part of our history and a part of our literature and a part of our culture. Even though it was decommissioned in 1985, it continues to be a part of our lives from Chicago to L.A.

There are Route 66 associations in almost every State. In New Mexico, the Route 66 Association is alive and well and a strong supporter of this bill.

There is a little elementary school in Moriarty, New Mexico, in the East Mountains of my district. It is called Route 66 Elementary School. Last year, I showed the House a hubcap that the students of Route 66 Elementary School had given to me. After that speech, I received several letters from the students who were at Route 66 Elementary School about their school and how it is designed around the Route 66 theme.

I would like to read one of those letters from Kelsey Byrne in Ms. Trujillo's fourth grade class. It says, "Honorable Congresswoman Wilson, our principal told us about the hubcap. It is an honor to have had you show it on television. I am very glad to get part of my education here at Route 66. It is historical, you know. I believe that this school will go on for generations. People use their school education all the time, even us kids. That is why I think everyone deserves a good education. Route 66 is very important to me. It is old, but it is in very good shape. I would like to thank you for supporting us and good luck."

Unlike today's interstate highways, Route 66 is a collection of roads tied together by highway signs. It is a collection of stories, stories about migration and war and the automobile and the Depression and the Dust Bowl. But it is also a story about dreams and about courage and about strength and sadness and faith.

It is a means to an end and an end in itself. It is now decommissioned, but it remains a preferred means of travel for those who want to get off the beaten path.

When America entered World War II, traffic on Route 66 slowed to a trickle because of gas rationing. Military convoys began to travel across the highways with men and machines, renewing the need for a fast, complete corridor from the heart of the country to the coast.

It starts in the home of the 1933 World's Fair in Chicago, Illinois; passes the Chain of Rocks Bridge in Missouri; the Jesse James Wax Museum in Missouri; in Galena, Kansas, the site of the 1935 United Mine Workers strike that erupted into violence; the Will Rogers Museum in Oklahoma and on into Texas; and then of course into New Mexico through Tucumcari and Santa Rosa to Moriarty, the home of Route 66 Elementary School, and into Albuquerque, my hometown, where Route 66 is no Central Avenue.

One can drive it from one end to the other looking at old motor courts and

the curio shops, most of which still operate, and have lunch at the Route 66 Diner.

Finally, it goes on into California, the home of Ray Crock's first McDonald's in San Bernardino, and then on down the long route to Pasadena along the route of the Tournament of Roses Parade.

The year 2000 will mark the 75th anniversary of Route 66.

H.R. 66 will help all the States through which Route 66 passes to celebrate this anniversary, to preserve its unique culture, and to preserve this corridor that is so much a part of America and American history.

Mr. UDALL of New Mexico. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I just want to make a couple of additional points. First of all, on the point of bipartisanship, the reason that we have reached this point in terms of legislation and having it here on the floor is the Democrats and Republicans have signed onto this bill, Democrats and Republicans have worked in the subcommittee, in the full Committee on Resources, to make sure that this bill was fully heard. I think this bill is a good example of how the Congress should work in a bipartisan way to bring forward legislation that we all agree on and that we can move forward with. So I would like to thank all sides for doing that.

Secondly, this legislation is very important to business owners. I just wanted to pick one example, because there is a wonderful man in New Mexico by the name of Armand Ortega. He grew up with my father over in a small little town called Saint John's, Arizona, which is near the Arizona-New Mexico border.

Mr. Ortega owns a wonderful place along Route 66 called the El Rancho Hotel, and that hotel used to be a hotel where movie stars would come and stay. As a result of that, he has captured on that idea, and he has on each of the doors on his hotel the name of the movie stars. Ronald Reagan, many others are listed on the doors of that motel.

Now, as a result of this bill, this business owner, Mr. Ortega, will be able to apply for a grant, will be able to restore and make sure that the El Rancho Hotel is a place that is there for future Americans to see and it will be there for a future part of our history for all to observe.

In concluding here, I would just like to thank all of the Members of the Committee on Resources that have worked so hard on this, especially on the Democratic side.

The gentleman from Puerto Rico (Mr. ROMERO-BARCELÓ), our ranking member, has done a great deal to see that this legislation has come to the point it has today.

We have had other hard-working staff members on the Committee on Resources' side, Rick Healy, Dave Watkins, and also my staff member Bob Scruggs.

Mr. DREIER. Mr. Chairman, as a representative of Route 66, and as a Member privileged to represent a district which exists only because of the growth that Route 66 made possible, I rise in support of this legislation, which recognizes the central role that Route 66 played at a critical point in American history.

Mr. Chairman, the foothill communities of the San Gabriel Valley which I represent grew up in the post-World War II era, and are populated by the families of tens of thousands of people who came to Southern California on Route 66. My district is home to Monrovia's famed Aztec Hotel, a well-known symbol of the architectural distinctness of many landmarks along Route 66. I have had the pleasure of participating in the City of Duarte's annual parade in salute to Route 66, which travels down a stretch of this famous road. This unique heritage is a major reason that Route 66 has been immortalized in writing and in song.

Although we all recognize the importance of interstate highways today, the significance of a highway link to California was initially shown by the First Transcontinental Motor Convoy of 1919, which included then-Lieutenant Colonel Dwight David Eisenhower. As President, of course, Eisenhower oversaw the creation of the modern interstate highway system. The Convoy which took two months to travel from Washington to San Francisco and encountered numerous problems along the way, demonstrated the inadequacy of existing surface roads to California. It made clear that it would be essentially impossible to supply the West Coast overland from the East in wartime. Even more important at that time and in the decades to follow, it highlighted the difficulty in moving soldiers and materiel from the West to the East in times of war. Considering the central role that California's defense industry would come to play in our national defense in World War II, it was critical to address this weakness.

Besides enhanced national security, the creation of Route 66 is a watershed in American history for a number of reasons. For Salinas, California's John Steinbeck for example, Route 66 was the "Mother Road"—it enabled more than 200,000 Americans to escape the despair of the Dust Bowl and seek better fortunes in California. The migration to California that began during the Great Depression along Route 66 was to continue for decades.

Route 66 was key to the expansion of international commerce as well. By linking the port cities of Los Angeles and Chicago with points throughout Illinois, Missouri, and Kansas, Route 66 linked the heartland to America's major ports, helping to make the breadbasket of America the breadbasket of the world as well.

Route 66 permitted the greatest wartime manpower mobilization in United States history. Between 1941 and 1945 the government invested about \$70 billion in capital projects in California, a large portion of this in the defense sector in and around Los Angeles and San Diego. This enormous capital outlay created new industries and thousands of new jobs. With the end of the Cold War, as employment in defense has declined in California, the advanced technologies and skilled workforce that were developed in California along with the defense sector have been an essential contributor to the development of California as the world's leader in high-technology products.

Perhaps most importantly, by making the onset of the automobile era, the designation of Route 66 in 1926 symbolizes the mobility revolution that enables Americans to go where they want, when they want. Route 66, and other highways such as the Lincoln and the Dixie created at the same time, mark the beginning of a national effort to enable people to move quickly and efficiently around this vast country. This unparalleled ease with which we move people and goods across this country is central to our flexible and vibrant economy. I believe it has been absolutely essential to empowering Americans to pursue their dreams.

Mr. Chairman, I ask all my colleagues to join me in support of this important legislation.

Mr. BLUNT. Mr. Chairman, I rise today to call the attention of my colleagues to the special connection that the Seventh District of Missouri, and especially Springfield has to a highway known both as the Main Street of America and as The Mother Road—Route 66. We will be voting later today on an act to preserve portions of this unique part of our history.

Traversing almost 2,500 miles, 8 states and three time zones from the windswept shores of Chicago on the north and east to the sun drenched shores of Santa Monica on the south and west, route 66 cut across America's heartland beginning an era of transcontinental automobile and truck travel that has continued for 75 years.

Although conceived by Congress with legislative action in 1925 as a national highway and commissioned in 1926, Route 66 began with only 800 miles of paved road. Almost 1,700 miles of the trip was over gravel and dirt roads. It was not until 11 years later that paving was completed.

Route 66's connection to Southwest Missouri is far more than it's strategic geographic placement across the breadth of the district. It is far more than linking this strong agricultural market in the 1920's and 30's with expanded outlets throughout the nation.

The dream of an inter-regional link between Chicago and Los Angeles is ascribed to Cyrus Avery of Tulsa Oklahoma and John Woodruff of Springfield Missouri. These two men understood the importance of transportation of this country and were willing to invest of themselves in this effort. Historians say that as result of Woodruff's work the decision to name this new route—Route 66 was actually made in a meeting in Springfield. Woodruff later served two terms as President of the Route 66 association.

Woodruff was also a promoter of Springfield and the Ozarks who understood the importance of public and private partnerships. He raised funds to buy the land so that the state of Missouri would create what is now Southwest Missouri State University. He traveled to New York City and secured a grant from Andrew Carnegie to help fund Drury College. Years later he also raised funds to purchase the land for the U.S. Federal Medical Center. And the former railroad attorney was instrumental in getting the city's first airport.

Route 66 is not just a story of creating a unified ribbon of concrete and asphalt from one great metropolitan center to another. It is the story of linking urban, suburban and rural together. It is the story of making travel accessible to millions. It is the story of what we sometimes refer to as an American dream—a country where two men with a vision and who

worked hard enough, can literally change the course of a country.

Mr. LEWIS of California. Mr. Chairman, I rise today in support of H.R. 66, the Route 66 Preservation Act. Mr. Chairman, Route 66 is the premier historic trail of the automobile age. The automobile has changed America forever and Route 66 played a large role in this revolution of mobility. Route 66 ran over 2,000 miles from Chicago to Los Angeles, linking the east and the west in our great Nation more closely than ever before.

Barstow, California, in my own 40th District, is an original stop on the crossroads of opportunity known as Route 66. In fact, Route 66 traces a path through my District all the way from Needles on the Colorado River to San Bernardino, California. Route 66 served as the crossroads of opportunity for the great flow of traffic across the broad middle of our Nation and into America's land of promise, California.

This legislation before us today will ensure that the contributions of Route 66 to American history will not be forgotten. Mr. Chairman, I urge all my colleagues to vote yes on H.R. 66 and vote to preserve the cultural resources of historic Route 66.

Mr. UDALL of New Mexico. Mr. Chairman, I yield back the balance of my time.

Mr. HANSEN. Mr. Chairman, I rise again in strong support of this legislation and appreciate the gentlewoman from New Mexico (Mrs. WILSON) and her inspired remarks.

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

The CHAIRMAN. All time for general debate has expired. Pursuant to the rule, the committee amendment in the nature of a substitute printed in the bill shall be considered by section as an original bill for the purpose of amendment, and each section is considered read.

During consideration of the bill for amendment, the Chair may accord priority in recognition to a Member offering an amendment that he has printed in the designated place in the CONGRESSIONAL RECORD. Those amendments will be considered read.

The Chairman of the Committee of the Whole may postpone a request for a recorded vote on any amendment and may reduce to a minimum of 5 minutes the time for voting on any postponed question that immediately follows another vote, provided that the time for voting on the first question shall be a minimum of 15 minutes.

The Clerk will designate section 1.

The text of section 1 is as follows:

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

SECTION 1. DEFINITIONS.

In this Act, the following definitions apply:

(1) **ROUTE 66 CORRIDOR.**—The term "Route 66 corridor" means structures and other cultural resources described in paragraph (3), including—

(A) lands owned by the Federal Government and lands owned by a State or local government within the immediate vicinity of those portions of the highway formerly designated as United States Route 66; and

(B) private land within that immediate vicinity that is owned by persons or entities that are

willing to participate in the programs authorized by this Act.

(2) **CULTURAL RESOURCE PROGRAMS.**—The term "Cultural Resource Programs" means the programs established and administered by the National Park Service for the benefit of and in support of preservation of the Route 66 corridor, either directly or indirectly.

(3) **PRESERVATION OF THE ROUTE 66 CORRIDOR.**—The term "preservation of the Route 66 corridor" means the preservation or restoration of structures or other cultural resources of businesses, sites of interest, and other contributing resources that—

(A) are located within the land described in paragraph (1);

(B) existed during the route's period of outstanding historic significance (principally between 1926 and 1970), as defined by the study prepared by the National Park Service and entitled "Special Resource Study of Route 66", dated July 1995; and

(C) remain in existence as of the date of enactment of this Act.

(4) **SECRETARY.**—The term "Secretary" means the Secretary of the Interior, acting through the Cultural Resource Programs at the National Park Service.

(5) **STATE.**—The term "State" means a State in which a portion of the Route 66 corridor is located.

The CHAIRMAN. Are there any amendments to section 1?

The Clerk will designate section 2.

The text of section 2 is as follows:

SEC. 2. MANAGEMENT.

(a) **IN GENERAL.**—The Secretary, in collaboration with the entities described in subsection (c), shall facilitate the development of guidelines and a program of technical assistance and grants that will set priorities for the preservation of the Route 66 corridor.

(b) **DESIGNATION OF OFFICIALS.**—The Secretary shall designate officials of the National Park Service stationed at locations convenient to the States to perform the functions of the Cultural Resource Programs under this Act.

(c) **GENERAL FUNCTIONS.**—The Secretary shall—

(1) support efforts of State and local public and private persons, nonprofit Route 66 preservation entities, Indian tribes, State Historic Preservation Offices, and entities in the States for the preservation of the Route 66 corridor by providing technical assistance, participating in cost-sharing programs, and making grants;

(2) act as a clearinghouse for communication among Federal, State, and local agencies, nonprofit Route 66 preservation entities, Indian tribes, State historic preservation offices, and private persons and entities interested in the preservation of the Route 66 corridor; and

(3) assist the States in determining the appropriate form of and establishing and supporting a non-Federal entity or entities to perform the functions of the Cultural Resource Programs after those programs are terminated.

(d) **AUTHORITIES.**—In carrying out this Act, the Secretary may—

(1) enter into cooperative agreements, including (but not limited to) cooperative agreements for study, planning, preservation, rehabilitation, and restoration related to the Route 66 corridor;

(2) accept donations of funds, equipment, supplies, and services as appropriate;

(3) provide cost-share grants for projects for the preservation of the Route 66 corridor (but not to exceed 50 percent of total project costs) and information about existing cost-share opportunities;

(4) provide technical assistance in historic preservation and interpretation of the Route 66 corridor; and

(5) coordinate, promote, and stimulate research by other persons and entities regarding the Route 66 corridor.

(e) **PRESERVATION ASSISTANCE.**—

(1) **IN GENERAL.**—The Secretary shall provide assistance in the preservation of the Route 66 corridor in a manner that is compatible with the idiosyncratic nature of the Route 66 corridor.

(2) **PLANNING.**—The Secretary shall not prepare or require preparation of an overall management plan for the Route 66 corridor, but shall cooperate with the States and local public and private persons and entities, State historic preservation offices, nonprofit Route 66 preservation entities, and Indian tribes in developing local preservation plans to guide efforts to protect the most important or representative resources of the Route 66 corridor.

The CHAIRMAN. Are there any amendments to section 2?

The Clerk will designate section 3.

The text of section 3 is as follows:

SEC. 3. RESOURCE TREATMENT.

(a) **TECHNICAL ASSISTANCE PROGRAM.**—

(1) **PROGRAM REQUIRED.**—The Secretary shall develop a program of technical assistance in the preservation of the Route 66 corridor and interpretation of the Route 66 corridor.

(2) **PROGRAM GUIDELINES.**—As part of the technical assistance program under paragraph (1), the Secretary shall establish guidelines for setting priorities for preservation needs for the Route 66 corridor. The Secretary shall base the guidelines on the Secretary's standards for historic preservation.

(b) **PROGRAM FOR COORDINATION OF ACTIVITIES.**—

(1) **IN GENERAL.**—The Secretary shall coordinate a program of historic research, curation, preservation strategies, and the collection of oral and video histories of events that occurred along the Route 66 corridor.

(2) **DESIGN.**—The program under paragraph (1) shall be designed for continuing use and implementation by other organizations after the Cultural Resource Programs are terminated.

The CHAIRMAN. Are there any amendments to section 3?

The Clerk will designate section 4.

The text of section 4 is as follows:

SEC. 4. AUTHORIZATION OF APPROPRIATIONS.

There are authorized to be appropriated \$10,000,000 for the period of fiscal years 2000 through 2009 to carry out the purposes of this Act.

The CHAIRMAN. Are there any amendments to section 4?

If not, the question is on the committee amendment in the nature of a substitute.

The committee amendment in the nature of a substitute was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. STEARNS) having assumed the chair, Mr. BONILLA, Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H.R. 66) to preserve the cultural resources of the Route 66 corridor and to authorize the Secretary of the Interior to provide assistance, pursuant to House Resolution 230, he reported the bill back to the House with an amendment adopted by the Committee of the Whole.

The SPEAKER pro tempore. Under the rule, the previous question is ordered.

The question is on the amendment in the nature of a substitute.

The amendment in the nature of a substitute was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

STAR-SPANGLED BANNER NATIONAL HISTORIC TRAIL STUDY ACT OF 1999

The SPEAKER pro tempore. Pursuant to House Resolution 231 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 791.

□ 1442

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 791) to amend the National Trails System Act to designate the route of the War of 1812 British invasion of Maryland and Washington, District of Columbia, and the route of the American defense, for study for potential addition to the national trails system, with Mr. BONILLA in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Utah (Mr. HANSEN) and the gentleman from Puerto Rico (Mr. ROMERO-BARCELÓ) each will control 30 minutes.

The Chair recognizes the gentleman from Utah (Mr. HANSEN).

Mr. HANSEN. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I rise in strong support of H.R. 791, introduced by the gentleman from Maryland (Mr. GILCHREST). H.R. 791 authorizes a study be completed for a potential addition to the National Trails System. Specifically, this bill would study the designation of the route the British took in their invasion of Maryland and Washington, the District of Columbia, and the route of the American defense during the War of 1812.

The proposed trail would stretch through six Maryland counties, Washington, D.C., and the City of Baltimore, where the trail would ultimately lead to Fort McHenry. Fort McHenry, of course, is where, on September 14, 1814, American forces bravely turned back the British invasion of Baltimore and was the event which sparked Francis Scott Key to pen our national anthem.

The designation of this route as a National Historic Trail would serve as a reminder of the importance of the concept of liberty and give long overdue recognition to the patriots who preserved this liberty for future generations of America.

Mr. Chairman, we have all worked hard on this bill and addressed the concerns of both the minority and the administration. This is a good bill, and we have bipartisan support on this bill.

It is supported by the National Park Service. I urge all my colleagues to support H.R. 791.

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

□ 1445

Mr. ROMERO-BARCELÓ. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, under the National Trails System Act, any route proposed for designation as a national historic trail must be studied to determine the suitability and feasibility of such a designation. H.R. 791 would authorize such a study of the route taken by British troops during the invasion of the United States during the War of 1812. The route crosses nine counties in Maryland and passes through the cities of both Washington and Baltimore.

There is no doubt many of the sites along this proposed site are significant in American history. Not only did British forces lay siege to the U.S. Capitol and eventually burn it down, but it was during the ultimate American victory of Fort McHenry that a local attorney named Francis Scott Key penned what is now our national anthem. A study of these sites for a national historic trail can only serve to deepen our knowledge of the importance of these events in our history.

During our committee's consideration of this measure, an amendment was adopted ensuring that this new study will be carefully coordinated with several ongoing studies with which there could be some overlap. Such coordination will improve the final result of each of these products.

This is a bipartisan bill where both sides have worked closely to have this bill passed, and I urge my colleagues to support H.R. 791, as amended.

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

Mr. HANSEN. Mr. Chairman, I yield such time as he may consume to the gentleman from Maryland (Mr. GILCHREST), the author of this legislation.

Mr. GILCHREST. Mr. Chairman, I thank the gentleman from Utah (Mr. HANSEN), the chairman of the Subcommittee on National Parks and Public Lands of the Committee on Resources, for yielding me this time; and I thank all the members of the Committee on Resources for their help on this piece of legislation. But in particular I want to thank the residents of the State of Maryland in my district for bringing this idea, this concept, to our attention.

The War of 1812 is not one of those wars that elicits a great deal of dramatic thought. We do not see it on the silver screen very often. I like to compare it to the Korean War. We hear a great deal about World War II, and there has been many films about the Vietnam conflict, but we did not hear a lot about the Korean War veterans until in recent years, and there is a stunning monument on the mall to the

Korean War veterans for their efforts and struggles to preserve liberty in that part of Asia.

During the American revolution, patriots fought so valiantly to bring liberty and justice to light in the Americas, to bring a new idea that people can institutionalize freedom, that people can institutionalize the idea that an individual is independent, and we talk a great deal about the American revolution.

The War of 1812 was a conflict that was our second war of independence. Now, there was a great deal of misunderstanding between the British and the French and the Americans, and certainly back in 1812 there were no telephones, no fax machines, no E-mail, for example. There was no way to communicate with another person until one was talking face-to-face with that person. I bring that up because some of the issues that caused the conflict between the United States and Great Britain were resolved 2 days before the war started, but there was no way to get that message across. So we had this conflict.

And the conflict basically was continental. The conflict was in the Great Lakes, Lake Champlain, Canada, the mid-Atlantic States, the great Chesapeake Bay, and certainly all the way down to the Gulf of Mexico at the battle of New Orleans. This could all have been averted, but we needed this struggle, I guess, to show Europe the United States was firm in its belief that it was independent; that it preserved the right of freedom and justice and liberty for all Americans, and eventually for all the rest of the world.

Now, if we could go forward quickly to the end of the conflict, the agreement to end the war was signed 2 weeks before the last battle was fought. And anybody on the House floor right now who is, I guess, middle-aged, they will remember that song; "In 1814, I took a little trip, along with Colonel Jackson down the mighty Mississippi. We took a little bacon and we took a little beans, and we took a little ride to New Orleans." I remember I used to love that song. But that battle that we smile when we hear the song was a tragedy. Hundreds and hundreds, if not well over a thousand men on both sides were killed because of that conflict. And that conflict was fought to show that the United States was determined to be independent and free.

This trail, which we will come up with after about 3 years of study, will show people all across this country and all across this world America's second battle of independence. There will be a brochure that people can follow from the lower Chesapeake Bay through the Potomac River, up several counties in Maryland, to show how the British tried to take the troops that protected Washington, south of Washington into Georgetown, and draw them away as far as Baltimore so that they could go into the District of Columbia, our Nation's capital, and burn every single