

“(A) Lots 1 through 12.

“(B) The S½N½ of such section.

“(C) The N½N½N½S½ of such section.”;

and

(2) By striking subsection (d).

SEC. 303. DUTCH JOHN FEDERAL PROPERTY DISPOSITION AND ASSISTANCE ACT OF 1998.

(a) TRANSFER OF JURISDICTION.—Section 6(b) of the Dutch John Federal Property Disposition and Assistance Act of 1998 (Public Law 105-326; 112 Stat. 3044) is amended as follows:

(1) By striking the subsection heading and inserting the following: “ADDITIONAL TRANSFERS OF ADMINISTRATIVE JURISDICTION.”.

(2) By striking paragraphs (1) and (2) and inserting the following new paragraphs:

“(1) TRANSFER FROM SECRETARY OF THE INTERIOR.—The Secretary of the Interior shall transfer to the Secretary of Agriculture administrative jurisdiction over approximately 2,167 acres of lands and interests in land located in Duchesne and Wasatch Counties, Utah, that were acquired by the Secretary of the Interior for the Central Utah Project, as depicted on the maps entitled—

“(A) the ‘Dutch John Townsite, Ashley National Forest, Lower Stillwater’, dated February 1997;

“(B) The ‘Dutch John Townsite, Ashley National Forest, Red Hollow (Diamond Properties)’, dated February 1997; and

“(C) The ‘Dutch John Townsite, Ashley National Forest, Coal Hollow (Current Creek Reservoir)’, dated February 1997.

“(2) TRANSFER FROM SECRETARY OF AGRICULTURE.—The Secretary of Agriculture shall transfer to the Secretary of the Interior administrative jurisdiction over approximately 2,450 acres of lands and interests in lands located in the Ashley National Forest, as depicted on the map entitled ‘Ashley National Forest, Lands to be Transferred to the Bureau of Reclamation (BOR) from the Forest Service’, dated February 1997.”.

(3) In paragraph (3)(A), by striking the second sentence and inserting the following new sentence: “The boundaries of the Ashley National Forest and the Uinta National Forest are hereby adjusted to reflect the transfers required by this section.”.

(4) In paragraph (3)(B), by striking “The transferred lands” and inserting “The lands and interests in land transferred to the Secretary of Agriculture under paragraph (1)”).

(b) ELECTRIC POWER.—Section 13(d) of such Act (112 Stat. 3053) is amended by striking paragraph (1) and inserting the following new paragraph:

“(I) AVAILABILITY.—The United States shall make available for the Dutch John community electric power and associated energy previously reserved from the Colorado River Storage Project for project use as firm electric service.”.

SEC. 304. OREGON PUBLIC LANDS TRANSFER AND PROTECTION ACT OF 1998.

Section 3 of the Oregon Public Lands Transfer and Protection Act of 1998 (Public Law 105-321; 112 Stat. 3022) is amended as follows:

(1) In subsection (a), by striking paragraph (3) and redesignating paragraphs (4) and (5) as paragraphs (3) and (4), respectively.

(2) By striking subsection (b) and inserting the following new subsection:

“(b) POLICY OF NO NET LOSS OF O & C LAND AND CBWR LAND.—In carrying out sales, purchases, and exchanges of land in the geographic area, the Secretary shall ensure that on October 30, 2008, and on the expiration of each 10-year period thereafter, the number of acres of O & C land and CBWR land in the geographic area is not less than the number of acres of such land on October 30, 1998.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from

Utah (Mr. HANSEN) and the gentleman from Puerto Rico (Mr. ROMERO-BARCELÓ) each will control 20 minutes.

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

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

Mr. Speaker, H.R. 149 is a non-controversial bill that would make a number of simple technical corrections to the Omnibus Parks and Public Lands Management Act of 1996 and other laws related to parks and public lands management. This bill is completely bipartisan and has wide support from the administration.

In each congressional session, large numbers of individual pieces of legislation are passed and written into law. Often, small mistakes and errors are made in the drafting and printing of the final language that becomes the actual law. For example, an incorrect map number might be found or a period is missing from a sentence or a word is spelled incorrectly.

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This bill makes necessary technical corrections to language which has been written into many of our various laws and makes certain we have dotted the I's and crossed all the T's. In crafting this bill, we have discovered a few other technical corrections that needed to be made; and these are reflected in the bill, as amended.

Mr. Speaker, I urge my colleagues to support H.R. 149.

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

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

(Mr. ROMERO-BARCELÓ asked and was given permission to revise and extend his remarks.)

Mr. ROMERO-BARCELÓ. Mr. Speaker, H.R. 149 is a housekeeping measure introduced by the gentleman from Utah (Mr. HANSEN), Chairman of the Subcommittee on National Parks and Public Lands.

The bill makes numerous technical corrections to the Omnibus Parks and Public Lands Act of 1996 to fix punctuation, map references and other minor drafting errors that exist in the law.

Several additional technical corrections were identified, and they were included in amendments adopted by the Committee on Resources. There are no problems with the bill as amended by the Committee on Resources, and we support its passage.

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

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

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Utah (Mr. HANSEN) that the House suspend the rules and pass the bill, H.R. 149, as amended.

The question was taken; and (two-thirds having voted in favor thereof)

the rules were suspended and the bill, as amended, was passed.

The title of the bill was amended so as to read: “A bill to make technical corrections to the Omnibus Parks and Public Lands Management Act of 1996 and to other laws related to parks and public lands.”.

A motion to reconsider was laid on the table.

COASTAL HERITAGE TRAIL ROUTE, NEW JERSEY, AUTHORIZATION

Mr. HANSEN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 171) to authorize appropriations for the Coastal Heritage Trail Route in New Jersey, and for other purposes.

The Clerk read as follows:

H.R. 171

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

SECTION 1. AUTHORIZATION OF APPROPRIATIONS.

Section 6 of Public Law 100-515 (16 U.S.C. 1244 note) is amended—

(1) in subsection (b)(1), by striking “\$1,000,000” and inserting “\$4,000,000”; and

(2) in subsection (c), by striking “five” and inserting “10”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Utah (Mr. HANSEN) and the gentleman from Puerto Rico (Mr. ROMERO-BARCELÓ) each will control 20 minutes.

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

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

Mr. Speaker, H.R. 171 introduced by my colleague, the gentleman from New Jersey (Mr. LOBIONDO), would authorize appropriations for the Coastal Heritage Trail Route in the State of New Jersey and also extend the authority provided to the Secretary of the Interior when the route was initially established in 1988.

H.R. 171 would continue and complete the cooperative efforts already begun by the parties involved by authorizing \$4 million to carry out the purposes of this act. This bill also authorizes the Secretary to continue the authorities established in 1988 for the New Jersey Coastal Heritage Trail Route for an additional 5 years.

This bill has bipartisan support, and I urge my colleagues to support H.R. 171.

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

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

(Mr. ROMERO-BARCELÓ asked and was given permission to revise and extend his remarks.)

Mr. ROMERO-BARCELÓ. Mr. Speaker, H.R. 171, introduced by the gentleman from New Jersey (Mr. LOBIONDO) reauthorizes for 5 years the time during which the National Park Service can participate in an ongoing public-private partnership to develop a

vehicular tour route along the New Jersey coastline. Further, the bill raises the existing authorization of appropriations to a total of \$4 million for trail development and interpretation of resources.

The Subcommittee on National Parks and Public Lands held a hearing on identical legislation in the last Congress. The administration testified in favor of the legislation, and the bill was favorably reported to the full committee, but no further action was taken.

We are aware of no controversy associated with H.R. 171. It has bipartisan support, and we urge our colleagues to support the passage of this bill.

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

Mr. HANSEN. Mr. Speaker, I yield such time as he may consume to the gentleman from New Jersey (Mr. LOBIONDO), the sponsor of this bill.

Mr. LOBIONDO. Mr. Speaker, I rise today in strong support of H.R. 171, the New Jersey Coastal Heritage Trail Re-authorization Act.

I would also like to take this opportunity to thank the gentleman from Utah (Mr. HANSEN), the chair of the subcommittee, and the gentleman from Alaska (Mr. YOUNG), the chair of the full Committee on Resources, for their help and cooperation in bringing this important legislation to the floor.

H.R. 171 would extend the authorization of the Trail to provide an additional \$4 million over 5 years to complete the work that was begun in 1988.

This extension is needed to complete a number of projects such as interpretive exhibits, wayside signs and other visitor-related services. Simply put, enactment of H.R. 171 will prevent the Coastal Heritage Trail from being caught in an unfinished, "work in progress" condition.

Legislation establishing the Trail was passed by Congress in 1988, thanks to the leadership of Senator Bill Bradley. Its original intent was to unify New Jersey's many scenic points of interest along the State's Atlantic Ocean, Delaware River and Delaware Bay shorelines.

These points of interest include a wealth of environmental, historic, maritime and recreational sites found along New Jersey's coastlines, ranging from Perth Amboy to the north, Deepwater to the west, and Cape May in the extreme southern tip of the State.

The Trail's area includes two National Wildlife Refuges, four tributaries of a Wild and Scenic River system, a Civil War fort and national cemetery, several lighthouses, historic homes, and several other sites tied to southern New Jersey's maritime history. In short, Mr. Speaker, the Coastal Heritage Trail incorporates the best of what New Jersey has to offer the rest of the Nation.

More importantly, the completed Trail will stimulate the local economy in southern New Jersey by attracting tourists from the entire Delaware Val-

ley region. And although the Second Congressional District is known for its seaside resort communities, there are a number of treasures in Salem, Cumberland and Cape May Counties that the Trail will tap into.

One exciting aspect is its focus on maritime history. There is a rich story to be told about the industries once sustained by the Delaware Bay, such as whaling, shipbuilding, oystering and crabbing. While we often define our Nation's history through military or political milestones, the Trail will serve to remind visitors that maritime-dependent commerce was a major factor in the growth of the United States.

In addition, "eco-tourism" along the Coastal Heritage Trail has proven to be a huge success. There is an abundant variety of natural habitats and species to be found on the Trail. During the springtime, for instance, visitors from Heislerville can watch the annual spectacle of thousands and thousands of horseshoe crabs returning to lay their eggs on the beach. Whale and dolphin watching have become extremely popular, and bird lovers from throughout the country, and in fact around the world, are realizing what southern New Jersey residents have known all along, that our region is unmatched for observing migratory birds, ospreys and bald eagles.

Finally, let me point out to the Members of the House that the New Jersey Coastal Heritage Trail is a Federal, State and private partnership that works. The Trail has been supported by the New Jersey Division of Travel and Tourism, local community groups, non-profit societies and corporate sources.

Mr. Speaker, far from a new and costly government project, H.R. 171 represents the kind of program that Congress should be encouraging: preservation-minded with the potential for positive economic impact on local communities.

Mr. PALLONE. Mr. Speaker, I am pleased to cosponsor H.R. 171 to reauthorize New Jersey's Coastal Heritage Trail, and I thank the leadership for bringing this bill to the floor.

For those of my colleagues who have traveled through New Jersey, but have not experienced her coastal vitality, I invite and encourage you to visit the Coastal Heritage Trail's points of interest in the sixth district. Cheesquake State Park offers a variety of outdoors activities and facilities from swimming and camping, to hiking trails and a nature center. Along the Sandy Hook Bay is the Bedford Seafood CO-OP, the oldest fishing port on the East Coast. The Leonardo State Marina includes 179 slips and can accommodate boats up to 45 feet in length. From Mount Mitchill Scenic Overlook, visitors can view Sandy Hook Bay, the Atlantic Ocean, and the New York City skyline. The Sandy Hook Unit of Gateway National Recreation Area showcases seven miles of ocean beaches, the waters of Sandy Hook Bay, a salt marsh, dunes, a maritime forest, and a habitat for migratory shorebirds. The Steamboat Dock Museum of the Keyport Historical Society interprets the history and maritime traditions of Keyport, which was settled as a private plantation in

1714, and became a major port for oystering in the 1830s. Finally, Twin Light State Historic Site served as an important maritime navigational aid for ships, and hosts one of the original life boat stations built by the U.S. government.

The New Jersey Coastal Heritage Trail is the result of an innovative partnership between the National Park Service, New Jersey's State and local governments, and private individuals and organizations. The original legislation establishing the trail was enacted in 1988. In 1994, the trail was reauthorized with a 50 percent match requirement of non-federal funds. Since then, the Park Service has matched \$1 million in federal funding with over \$800,000 from other sources.

The trail is now approximately 50 percent complete. The legislation before the House today will increase authorized appropriations for the trail from \$1 million to \$4 million. It will also extend the National Park Service's authority to participate in the trail's development for five years, from May 1999 to May 2004. This will give the Park Service the additional time and funding it needs to complete New Jersey's Coastal Heritage Trail.

Mr. Speaker, New Jersey's special places are celebrated and protected through the Coastal Heritage Trail. I urge the favorable consideration of this legislation.

Mr. ANDREWS. Mr. Speaker, I rise in support of this legislation. The New Jersey Coastal Heritage Trail is an important component of the New Jersey shore line. It plays a vital role in educating visitors and citizens of our state alike that New Jersey is a beautiful and scenic place to live and visit. The Coastal Heritage Trail Route gives us the opportunity to both preserve and appreciate the beauty of the Jersey shore.

The trail, which begins in Perth Amboy, runs the entire length of New Jersey's Atlantic Ocean shore, traversing eight counties. It goes through the Pine Barrens, one of the most beautiful sections of the Garden State, all the way to the southern tip of historic Cape May. The trail then follows the Delaware Bay northward to Deepwater, New Jersey.

This Trail was first established over a decade ago in 1988. It has been a joint effort of the State of New Jersey, the National Park Service, and other organizations. Their efforts have provided much public appreciation, education, and enjoyment of this scenic and natural area of New Jersey.

The bill before the Congress today will continue these efforts into the next century. H.R. 171 extends the New Jersey Coastal Heritage Trail's authorization for five years. It will further help to strengthen the Trail, by increasing its authorized funding level from \$1 million to \$4 million. I commend my colleague from South Jersey, Congressman LOBIONDO, for his efforts in this Congress as well as in previous years on behalf of the Coastal Heritage Trail. I urge my colleagues to vote for this important legislation. Thank you.

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

Mr. ROMERO-BARCELÓ. Mr. Speaker, we have no speakers on this issue, so we yield back the balance of our time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Utah (Mr. HANSEN)

that the House suspend the rules and pass the bill, H.R. 171.

The question was taken.

Mr. HANSEN. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

SUDSBURY, ASSABET, AND CONCORD WILD AND SCENIC RIVER ACT

Mr. HANSEN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 193) to designate a portion of the Sudbury, Assabet, and Concord Rivers as a component of the National Wild and Scenic Rivers System, as amended.

The Clerk read as follows:

H.R. 193

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

SECTION 1. SHORT TITLE.

This Act may be cited as the "Sudbury, Assabet, and Concord Wild and Scenic River Act".

SEC. 2. DESIGNATION OF SUDSBURY, ASSABET, AND CONCORD SCENIC AND RECREATIONAL RIVERS, MASSACHUSETTS.

(a) FINDINGS.—The Congress finds the following:

(1) The Sudbury, Assabet, and Concord Wild and Scenic River Study Act (title VII of Public Law 101-628; 104 Stat. 4497)—

(A) designated segments of the Sudbury, Assabet, and Concord Rivers in the Commonwealth of Massachusetts, totaling 29 river miles, for study and potential addition to the National Wild and Scenic Rivers System; and

(B) directed the Secretary of the Interior to establish the Sudbury, Assabet, and Concord Rivers Study Committee (in this section referred to as the "Study Committee") to advise the Secretary in conducting the study and in the consideration of management alternatives should the rivers be included in the National Wild and Scenic Rivers System.

(2) The study determined the following river segments are eligible for inclusion in the National Wild and Scenic Rivers System based on their free-flowing condition and outstanding scenic, recreation, wildlife, cultural, and historic values:

(A) The 16.6-mile segment of the Sudbury River beginning at the Danforth Street Bridge in the town of Framingham, to its confluence with the Assabet River.

(B) The 4.4-mile segment of the Assabet River from 1,000 feet downstream from the Damon Mill Dam in the town of Concord to the confluence with the Sudbury River at Egg Rock in Concord.

(C) The 8-mile segment of the Concord River from Egg Rock at the confluence of the Sudbury and Assabet Rivers to the Route 3 bridge in the town of Billerica.

(3) The towns that directly abut the segments, including Framingham, Sudbury, Wayland, Lincoln, Concord, Bedford, Carlisle, and Billerica, Massachusetts, have each demonstrated their desire for National Wild and Scenic River designation through town meeting votes endorsing designation.

(4) During the study, the Study Committee and the National Park Service prepared a comprehensive management plan for the segment, entitled "Sudbury, Assabet and Con-

cord Wild and Scenic River Study, River Conservation Plan" and dated March 16, 1995 (in this section referred to as the "plan"), which establishes objectives, standards, and action programs that will ensure long-term protection of the rivers' outstanding values and compatible management of their land and water resources.

(5) The Study Committee voted unanimously on February 23, 1995, to recommend that the Congress include these segments in the National Wild and Scenic Rivers System for management in accordance with the plan.

(b) DESIGNATION.—Section 3(a) of the Wild and Scenic Rivers Act (16 U.S.C. 1274(a)) is amended by adding at the end the following new paragraph:

"(160) SUDSBURY, ASSABET, AND CONCORD RIVERS, MASSACHUSETTS.—(A) The 29 miles of river segments in Massachusetts, as follows:

"(i) The 14.9-mile segment of the Sudbury River beginning at the Danforth Street Bridge in the town of Framingham, downstream to the Route 2 Bridge in Concord, as a scenic river.

"(ii) The 1.7-mile segment of the Sudbury River from the Route 2 Bridge downstream to its confluence with the Assabet River at Egg Rock, as a recreational river.

"(iii) The 4.4-mile segment of the Assabet River beginning 1,000 feet downstream from the Damon Mill Dam in the town of Concord, to its confluence with the Sudbury River at Egg Rock in Concord; as a recreational river.

"(iv) The 8-mile segment of the Concord River from Egg Rock at the confluence of the Sudbury and Assabet Rivers downstream to the Route 3 Bridge in the town of Billerica, as a recreational river.

"(B) The segments referred to in subparagraph (A) shall be administered by the Secretary of the Interior in cooperation with the SUASCO River Stewardship Council provided for in the plan referred to in subparagraph (C) through cooperative agreements under section 10(e) between the Secretary and the Commonwealth of Massachusetts and its relevant political subdivisions (including the towns of Framingham, Wayland, Sudbury, Lincoln, Concord, Carlisle, Bedford, and Billerica).

"(C) The segments referred to in subparagraph (A) shall be managed in accordance with the plan entitled 'Sudbury, Assabet and Concord Wild and Scenic River Study, River Conservation Plan', dated March 16, 1995. The plan is deemed to satisfy the requirement for a comprehensive management plan under subsection (d) of this section."

(c) FEDERAL ROLE IN MANAGEMENT.—(1) The Director of the National Park Service or the Director's designee shall represent the Secretary of the Interior in the implementation of the plan, this section, and the Wild and Scenic Rivers Act with respect to each of the segments designated by the amendment made by subsection (b), including the review of proposed federally assisted water resources projects that could have a direct and adverse effect on the values for which the segment is established, as authorized under section 7(a) of the Wild and Scenic Rivers Act (16 U.S.C. 1278(a)).

(2) Pursuant to sections 10(e) and section 11(b)(1) of the Wild and Scenic Rivers Act (16 U.S.C. 1281(e), 1282(b)(1)), the Director shall offer to enter into cooperative agreements with the Commonwealth of Massachusetts, its relevant political subdivisions, the Sudbury Valley Trustees, and the Organization for the Assabet River. Such cooperative agreements shall be consistent with the plan and may include provisions for financial or other assistance from the United States to facilitate the long-term protection, conservation, and enhancement of each of the segments designated by the amendment made by subsection (b).

(3) The Director may provide technical assistance, staff support, and funding to assist in the implementation of the plan, except that the total cost to the Federal Government of activities to implement the plan may not exceed \$100,000 each fiscal year.

(4) Notwithstanding section 10(c) of the Wild and Scenic Rivers Act (16 U.S.C. 1281(c)), any portion of a segment designated by the amendment made by subsection (b) that is not already within the National Park System shall not be under this section—

(A) become a part of the National Park System;

(B) be managed by the National Park Service; or

(C) be subject to regulations which govern the National Park System.

(d) WATER RESOURCES PROJECTS.—(1) In determining whether a proposed water resources project would have a direct and adverse effect on the values for which the segments designated by the amendment made by subsection (b) were included in the National Wild and Scenic Rivers System, the Secretary of the Interior shall specifically consider the extent to which the project is consistent with the plan.

(2) The plan, including the detailed Water Resources Study incorporated by reference in the plan and such additional analysis as may be incorporated in the future, shall serve as the primary source of information regarding the flows needed to maintain instream resources and potential compatibility between resource protection and possible additional water withdrawals.

(e) LAND MANAGEMENT.—(1) The zoning by-laws of the towns of Framingham, Sudbury, Wayland, Lincoln, Concord, Carlisle, Bedford, and Billerica, Massachusetts, as in effect on the date of enactment of this Act, are deemed to satisfy the standards and requirements under section 6(c) of the Wild and Scenic Rivers Act (16 U.S.C. 1277(c)). For the purpose of that section, the towns are deemed to be "villages" and the provisions of that section which prohibit Federal acquisition of lands through condemnation shall apply.

(2) The United States Government shall not acquire by any means title to land, easements, or other interests in land along the segments designated by the amendment made by subsection (b) or their tributaries for the purposes of designation of the segments under the amendment. Nothing in this section shall prohibit Federal acquisition of interests in land along those segments or tributaries under other laws for other purposes.

(f) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Secretary of the Interior to carry out this section not to exceed \$100,000 for each fiscal year.

(g) EXISTING UNDESIGNATED PARAGRAPHS; REMOVAL OF DUPLICATION.—Section 3(a) of the Wild and Scenic Rivers Act (16 U.S.C. 1274(a)) is amended—

(1) by striking the first undesignated paragraph after paragraph (156), relating to Elkhorn Creek, Oregon; and

(2) by designating the three remaining undesignated paragraphs after paragraph (156) as paragraphs (157), (158), and (159), respectively.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Utah (Mr. HANSEN) and the gentleman from Puerto Rico (Mr. ROMERO-BARCELÓ) each will control 20 minutes.

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

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

Mr. Speaker, H.R. 198, introduced by the gentleman from Massachusetts