

The Senate amendments are good in that they clarify the requirements of the airspace assessment and the environmental protection analysis, as well as the timing and the use of the proceeds derived from the sale of public lands for airport purposes.

Of particular note, the Senate amendments specifically require the NEPA analysis to address any impacts on the purposes for which the Mojave National Preserve was established, and allow sale proceeds to be used to acquire inholdings in the Mojave National Preserve.

I also want to take this opportunity especially to commend my colleague, the gentlewoman from Nevada (Ms. BERKLEY), who represents Las Vegas, on this and other issues. The gentlewoman from Nevada (Ms. BERKLEY) has shown herself to be a strong advocate for her community and for the environment. She has been a persistent advocate for this legislation.

Madam Speaker, even with the changes made by the Senate the bill is not perfect, but it certainly is an improvement from where the legislation started, and the minority will support this bill.

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

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

Madam Speaker, let me say that I agree with my colleague, the gentleman from New Jersey (Mr. HOLT), on the improvements to this bill. I suggest that this much needed piece of legislation will greatly improve the State of Nevada's economy, and help all of us with that.

Madam 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 Nevada (Mr. GIBBONS) that the House suspend the rules and concur in the Senate amendments to the bill, H.R. 1695.

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

A motion to reconsider was laid on the table.

LINCOLN HIGHWAY STUDY ACT OF 1999

Mr. CALVERT. Madam Speaker, I move to suspend the rules and pass 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.

The Clerk read as follows:

H.R. 2570

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 "Lincoln Highway Study Act of 1999".

SEC. 2. NATIONAL PARK SERVICE STUDY AND REPORT REGARDING THE LINCOLN HIGHWAY.

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

(1) The Lincoln Highway, established in 1913, comprises more than 3,000 miles of roadways from New York, New York, to San Francisco, California, and encompasses United States Routes 1, 20, 30 (including 30N and 30S), 40, 50, and 530 and Interstate Route 80.

(2) The Lincoln Highway played a historically significant role as the first United States transcontinental highway, providing motorists a paved route and allowing vast portions of the country to be accessible by automobile.

(3) The Lincoln Highway transverses the States of New York, New Jersey, Pennsylvania, West Virginia, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada, and California.

(4) Although some parts of the Lincoln Highway have disappeared or have been realigned, the many historic, cultural, and engineering features and characteristics of the route still remain.

(5) Given the interest by organized groups and State governments in the preservation of features associated with the Lincoln Highway, the route's history, and its role in American popular culture, a coordinated evaluation of preservation options should be undertaken.

(b) STUDY REQUIRED.—The Secretary of the Interior, acting through the Director of the National Park Service, shall coordinate a comprehensive study of routes comprising the Lincoln Highway. The study shall include an evaluation of the significance of the Lincoln Highway in American history, options for preservation and use of remaining segments of the Lincoln Highway, and options for the preservation and interpretation of significant features associated with the Lincoln Highway. The study shall also consider private sector preservation alternatives.

(c) COOPERATIVE EFFORT.—The study under subsection (b) shall provide for the participation of representatives from each State traversed by the Lincoln Highway, State historic preservation offices, representatives of associations interested in the preservation of the Lincoln Highway and its features, and persons knowledgeable in American history, historic preservation, and popular culture.

(d) REPORT.—Not later than 1 year after the date on which funds are first made available for the study under subsection (b), the Secretary of the Interior shall submit a report to Congress containing the results of the study.

(e) LIMITATION.—Nothing in this section shall be construed to authorize the Secretary of the Interior or the National Park Service to assume responsibility for the maintenance of any of the routes comprising the Lincoln Highway.

(f) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated \$500,000 to carry out this section.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. CALVERT) and the gentleman from New Jersey (Mr. HOLT) each will control 20 minutes.

The Chair recognizes the gentleman from California (Mr. CALVERT).

Mr. CALVERT. Madam Speaker, I yield such time as he may consume to the gentleman from Ohio (Mr. REGULA).

(Mr. REGULA asked and was given permission to revise and extend his remarks.)

Mr. REGULA. Madam Speaker, I thank the gentleman for yielding time to me.

Madam Speaker, I rise in support of H.R. 2570, the Lincoln Highway Study Act. This legislation will provide for an evaluation of the significance of the Lincoln Highway in American history, options for its preservation, and interpretation of its significant features.

Several years ago, Congress passed similar legislation for Route 66, followed by passage in 1999 of the Route 66 Corridor Act. While Route 66 certainly has historic and cultural significance to the development of the United States, I would suggest that the Lincoln Highway merits equal consideration.

The Lincoln Highway was established in 1914 and comprises more than 3,000 miles of roadway, from New York City to San Francisco. Beginning in Times Square, it transverses the States of New York, New Jersey, Pennsylvania, West Virginia, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, and Nevada before ending in California.

Many people are surprised to learn that it was America's first coast-to-coast roadway, opening the country to bicoastal motoring. As the first transcontinental highway, it played an historically significant role in providing motorists with the first paved route and allowing vast portions of the country to be accessible by automobile.

Although some parts of the Lincoln Highway have disappeared or have been realigned, the many historic cultural and engineering features and characteristics of the route still remain. These features and cultural attractions along its route have become popular tourist attractions in many areas, and contribute to the economic development of the communities along the highway.

The American Automobile Association now provides the route of the Lincoln Highway on their maps and brochures of the States it crosses. In a letter to Members of Congress, the AAA stated "With renewed interest on the part of tourists to explore and experience our rich cultural heritage, we are missing an opportunity by not fully recognizing the role this highway played in our history."

The National Lincoln Highway Association, located in Illinois, works with the State chapters to sponsor events to commemorate and preserve the highway. Some State governments have already undertaken studies within their States.

Given the interest by organized groups and State governments in the preservation of features associated with the Lincoln Highway, the route's history, and its role in American popular culture, a coordinated evaluation of its historic contributions and preservation options should be undertaken.

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Madam Speaker, I urge my colleagues to support this bill, the Lincoln Highway Study Act.

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

Madam Speaker, I would like to begin with a testimonial to the work of the gentleman from Ohio (Mr. REGULA). He not only has introduced this bill, but, as chair of the Subcommittee on Interior of the Committee on Appropriations, has made tremendous contributions this year to environmental protection and to our natural resources. Many of us would like to commend him for that.

Madam Speaker, the Lincoln Highway was begun in 1913 and eventually became the first transcontinental highway in the United States. The highway covered 13 States in its more than 3,000-mile route from New York to San Francisco, and it played an important role in allowing people and goods access to the western United States by automobile.

Eventually, many segments of the highway were abandoned or realigned, but major segments of the highway as well as intense public interest in its history remain.

H.R. 2570 would authorize a study of the routes which made up the Lincoln Highway to evaluate various options for interpretation and preservation.

The bill specifies that representatives from each State traversed by the highway as well as private nonprofit groups with an interest in the highway shall participate in the study. The legislation requires the study be presented to Congress 1 year after funds are made available to carry out this act.

As one who has traveled long stretches of this highway starting as a young boy, I offer my strong support for this study. We on the minority side join the administration in supporting H.R. 2570.

Mr. OXLEY. Madam Speaker, I am privileged to speak today in support of the Lincoln Highway Study Act, introduced by my good friend Mr. REGULA, dean of the Ohio delegation. Chairman REGULA's bill, of which I am a cosponsor, would direct the Secretary of the Interior to undertake a coast-to-coast study of the 3,384-mile Lincoln Highway. As a result of this study, the National Park Service can offer options as to how to preserve the historic nature of the road, the nation's first transcontinental highway.

First established in 1913, the Lincoln Highway connects New York City and San Francisco, running through 13 states. The official proclamation detailed the route through Ohio as following the road known as "Market Route Number Three," passing through Canton, Mansfield, Marion, Kenton, Lima, and Van Wert. In the 15 years that followed, significant revisions were made to that original list, adding and eliminating cities and villages from the planned road. Among the cities added was Bucyrus, where the first brick Lincoln Highway pillars were erected to commemorate the project. Four of these original pillars—with their plaques of red, white, and blue—are still standing today.

Throughout Ohio, the Lincoln Highway generally follows U.S. Route 30, which bisects my congressional district. Several segments of Route 30 in my district are still two-lane roads, yet regrettably carry heavy volumes of semi traffic. My constituents are unanimous in declaring these two-lane segments the most dangerous stretches of highway they have ever traveled. I am proud, therefore, to have helped secure funding in 1998's BESTEA Act to construct a modern, four-lane Route 30. The new road, which is slated for completion within the decade, will divert this heavy traffic from the original Lincoln Highway, aiding in its restoration and preservation. I salute Chairman REGULA and the Ohio Department of Transportation for their work in advancing Route 30 modernization.

Madam Speaker, I would also like to recognize two of my constituents who are actively involved in Lincoln Highway preservation. Mr. Michael Buettner of Lima is the president of the Ohio Lincoln Highway League and author of the History and Road Guide of the Lincoln Highway in Ohio. His work in promoting the highway has made him a sought-after tour guide for Lincoln Highway historians. Also, Mr. Craig Harmon is the founder and director of the Lincoln Highway National Museum and Archives in Galion. Two years ago, Craig traveled the entire Lincoln Highway in a bucket truck, taking some 5,000 photographs along the way as a part of his project "The Lincoln Highway Comes of Age." These two gentlemen have compiled a wealth of information with which to assist in the Park Service's study; I am proud of their hard work.

I thank Mr. REGULA for his leadership on this issue, and urge my colleagues to support the preservation of this important road.

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

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

The SPEAKER pro tempore (Mrs. MORELLA). The question is on the motion offered by the gentleman from California (Mr. CALVERT) that the House suspend the rules and pass the bill, H.R. 2570.

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.

CASTLE ROCK RANCH ACQUISITION ACT OF 2000

Mr. SIMPSON. Madam Speaker, I move to suspend the rules and pass the Senate bill (S. 1705) to direct the Secretary of the Interior to enter into land exchanges to acquire from the private owner and to convey to the State of Idaho approximately 1,240 acres of land near the City of Rocks National Reserve, Idaho, and for other purposes.

The Clerk read as follows:

S. 1705

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 "Castle Rock Ranch Acquisition Act of 2000".

SEC. 2. DEFINITIONS.

In this Act:

(1) MONUMENT.—The term "Monument" means the Hagerman Fossil Beds National Monument, Idaho, depicted on the National Park Service map numbered 300/80,000, C.O. No. 161, and dated January 7, 1998.

(2) RANCH.—The term "Ranch" means the land comprising approximately 1,240 acres situated outside the boundary of the Reserve, known as the "Castle Rock Ranch".

(3) RESERVE.—The term "Reserve" means the City of Rocks National Reserve, located near Almo, Idaho, depicted on the National Park Service map numbered 003/80,018, C.O. No. 169, and dated March 25, 1999.

(4) SECRETARY.—The term "Secretary" means the Secretary of the Interior.

SEC. 3. ACQUISITION OF CASTLE ROCK RANCH.

(a) IN GENERAL.—Subject to subsection (b), the Secretary shall acquire, by donation or by purchase with donated or appropriated funds, the Ranch.

(b) CONSENT OF LANDOWNER.—The Secretary shall acquire land under subsection (a) only with the consent of the owner of the land.

SEC. 4. LAND EXCHANGE.

(a) IN GENERAL.—

(1) FEDERAL AND STATE EXCHANGE.—Subject to subsection (b), on completion of the acquisition under section 3(a), the Secretary shall convey the Ranch to the State of Idaho in exchange for approximately 492.87 acres of land near Hagerman, Idaho, located within the boundary of the Monument.

(2) STATE AND PRIVATE LANDOWNER EXCHANGE.—On completion of the exchange under paragraph (1), the State of Idaho may exchange portions of the Ranch for private land within the boundaries of the Reserve, with the consent of the owners of the private land.

(b) CONDITION OF EXCHANGE.—As a condition of the land exchange under subsection (a)(1), the State of Idaho shall administer all private land acquired within the Reserve through an exchange under this Act in accordance with title II of the Arizona-Idaho Conservation Act of 1988 (16 U.S.C. 460yy et seq.).

(c) ADMINISTRATION.—State land acquired by the United States in the land exchange under subsection (a)(1) shall be administered by the Secretary as part of the Monument.

(d) NO EXPANSION OF RESERVE.—Acquisition of the Ranch by a Federal or State agency shall not constitute any expansion of the Reserve.

(e) NO EFFECT ON EASEMENTS.—Nothing in this Act affects any easement in existence on the date of enactment of this Act.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Idaho (Mr. SIMPSON) and the gentleman from New Jersey (Mr. HOLT) each will control 20 minutes.

The Chair recognizes the gentleman from Idaho (Mr. SIMPSON).

GENERAL LEAVE

Mr. SIMPSON. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include therein extraneous material on S. 1705.

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

There was no objection.

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

Madam Speaker, Senate 1705 authorizes the Secretary of the Interior to acquire the Castle Rock Ranch in the