

focal point for military battles for Texas independence. Critical supplies made their way to the American Colonies during the war of independence via the Camino Real de los Tejas trail system.

The El Camino Real de los Tejas road system provided many transportation routes for Mexican and Texan armies during the Texas revolution, and continued to play a major role in the military future of the area.

Recognizing the significance of El Camino Real de los Tejas and its historical importance grounds us for the future and provides us great opportunities for today. The trail's designation will help enhance tourism and economic development for many of the small cities that it goes through, and for the towns and trails that it passes through. The local museums as well as historical sites will give new opportunities for growth.

The San Antonio Missions National Historic Park and the importance of the beautification network of the mission in San Antonio will provide a base for operation of the trail. The number of public roads, State parks, and national forests can also provide public access to this important piece of our history.

As we strive to boost international trade and development of our local communities, as well as enhance educational opportunities, we only have to look to the El Camino Real de los Tejas for inspiration.

I can just add once again, I thank the gentleman very much. We always talk about the westward movement. We forget there was a northward movement also, and a southern movement.

Mrs. CHRISTENSEN. Mr. Speaker, I yield the balance of my time to the gentleman from Texas (Mr. TURNER).

Mr. TURNER. Mr. Speaker, I thank the gentlewoman for yielding time to me.

Mr. Speaker, I rise in support of H.R. 1628, the Camino Real de los Tejas National Historic Trail Act. I want to thank the gentleman from Texas (Mr. RODRIGUEZ) for his leadership on this legislation, as well as the gentleman from Colorado (Mr. HEFLEY), chairman of the Subcommittee on National Parks, Recreation, and Public Land, and its ranking member, the gentlewoman from the Virgin Islands (Mrs. CHRISTENSEN).

This trail runs through my hometown of Crockett, as well as several other communities in my district, such as Nacogdoches and Augustine. It is a very historic part of our State in East Texas. I am proud to represent the congressional district once represented by Sam Houston.

This historic highway system, which has served Texas for over 150 years, was, beginning in 1689, one of the primary exploration, commerce, and immigration routes through our great State of Texas. The highway, as has been mentioned, extends from Mexico across the Rio Grande all the way up

through East Texas into Louisiana. The trail covers over 2,600 miles in all.

I have received resolutions in favor of this legislation from numerous communities along the trail urging that this highway be designated as a National Historic Trail, so I am proud to join with my colleagues here on the floor today advocating that the House adopt H.R. 1628 to designate the El Camino Real as a National Historic Trail.

Mr. PETERSON of Pennsylvania. Mr. Speaker, I yield myself such time as I may consume.

I want to share with the gentleman from Texas (Mr. RODRIGUEZ) that we are delighted to support his bill, and urge fellow Members to do likewise.

Mr. UDALL of New Mexico. Mr. Speaker, I rise today in strong support of H.R. 1628, the El Camino Real de los Tejas National Historic Trail Act of 2001. I want to commend my colleague, Representative CIRO RODRIGUEZ of Texas for introducing this bill.

H.R. 1628, the El Camino Real de los Tejas National Historic Trail Act of 2001, is a good bill because it provides for the protection and conservation of our cultural heritage. The enactment of H.R. 1628 will serve to continue recognizing the cultural heritage and preservation of the Southwest United States. The measure will also go a long way in strengthening the many common ties between the United States and Mexico that are symbolized by and embodied in the Camino Reales of the Southwest.

The El Camino Real de los Tejas has connected the people of Mexico and the United States in transportation and commerce. This bill would help recognize and designate this network of trade routes, post routes, cattle trails and military highways used by Native Americans, Spanish, French and English explorers. Moreover, this bill illustrates the historical importance of these corridors and will contribute to the enhancement of tourism and economic development throughout the region.

Designating El Camino Real de los Tejas as a National Historic Trail will, undoubtedly reconnect our citizens even more closely to the ties of historical and cultural heritage with Mexico and Spain. Revitalizing the Camino Real de los Tejas will also allow the larger family of Americans to participate in and benefit from that effort. It will lead to a more rounded, more holistic view of the history of our continent, one that will enable us to continue to discover and explore the commonalities that bond the U.S. with Mexico and Spain.

Last year, Representative SYLVESTRE REYES and I sponsored similar legislation that was signed by President Clinton. That measure designated El Camino Real de Tierra Adentro, which ran from El Paso, Texas to San Juan Pueblo in New Mexico as a National Historic Trail.

H.R. 1628 is equally important to the preservation of our cultural resources. Again, I commend Mr. RODRIGUEZ for introducing this legislation and urge my colleagues to support it.

I hope that together through efforts like this, we can continue to expand cultural heritage preservation and tourism initiatives throughout the Southwest. In doing so, we celebrate our rich cultural history while expanding economic opportunities.

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

Mr. PETERSON of Pennsylvania. 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 Pennsylvania (Mr. PETERSON) that the House suspend the rules and pass the bill, H.R. 1628.

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.

EMIGRANT WILDERNESS PRESERVATION ACT OF 2001

Mr. PETERSON of Pennsylvania. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 434) to direct the Secretary of Agriculture to enter into a cooperative agreement to provide for retention, maintenance, and operation, at private expense, of the 18 concrete dams and weirs located within the boundaries of the Emigrant Wilderness in the Stanislaus National Forest, California, and for other purposes, as amended.

The Clerk read as follows:

H.R. 434

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 "Emigrant Wilderness Preservation Act of 2001".

SEC. 2. OPERATION AND MAINTENANCE OF CERTAIN WATER IMPOUNDMENT STRUCTURES IN THE EMIGRANT WILDERNESS, STANISLAUS NATIONAL FOREST, CALIFORNIA.

(a) COOPERATIVE AGREEMENT FOR MAINTENANCE AND OPERATION.—*The Secretary of Agriculture shall enter into a cooperative agreement with a non-Federal entity described in subsection (c), under which the entity will retain, maintain, and operate at private expense the water impoundment structures specified in subsection (b) that are located within the boundaries of the Emigrant Wilderness in the Stanislaus National Forest, California, as designated by section 2(b) of Public Law 93-632 (88 Stat. 2154; 16 U.S.C. 1132 note).*

(b) COVERED WATER IMPOUNDMENT STRUCTURES.—*The cooperative agreement required by subsection (a) shall cover the water impoundment structures located at the following:*

- (1) Cow Meadow Lake.
- (2) Y-Meadow Lake.
- (3) Huckleberry Lake.
- (4) Long Lake.
- (5) Lower Buck Lake.
- (6) Leighton Lake.
- (7) High Emigrant Lake.
- (8) Emigrant Meadow Lake.
- (9) Middle Emigrant Lake.
- (10) Emigrant Lake.
- (11) Snow Lake.
- (12) Bigelow Lake.

(c) ELIGIBLE ENTITY.—*The following non-Federal entities are eligible to enter into the cooperative agreement under subsection (a):*

(1) *A non-profit organization as defined in section 501(c)(3) of the Internal Revenue Code of 1986 (26 U.S.C. 501(c)(3)).*

(2) *The State of California or a political subdivision of the State.*

(3) *A private individual, organization, corporation, or other legal entity.*

(d) RESPONSIBILITIES OF THE SECRETARY.—

(1) MAP.—*The Secretary of Agriculture shall prepare a map identifying the location, size,*

and type of each water impoundment structure covered by the cooperative agreement under subsection (a).

(2) **TERMS AND CONDITIONS OF AGREEMENT.**—The Secretary shall prescribe the terms and conditions of the cooperative agreement, which shall set forth the rights and obligations of the Secretary and the non-Federal entity. At a minimum, the cooperative agreement shall—

(A) require the non-Federal entity to operate and maintain the water impoundment structures covered by the agreement in accordance with a plan of operations approved by the Secretary;

(B) require approval by the Secretary of all operation and maintenance activities to be conducted by the non-Federal entity;

(C) require the non-Federal entity to comply with all applicable State and Federal environmental, public health, and safety requirements; and

(D) establish enforcement standards, including termination of the cooperative agreement for noncompliance by the non-Federal entity with the terms and conditions.

(3) **COMPLIANCE.**—The Secretary shall ensure that the non-Federal entity remains in compliance with the terms and conditions of this section and the cooperative agreement.

(e) **RESPONSIBILITIES OF THE NON-FEDERAL ENTITY.**—The non-Federal entity shall be responsible for—

(1) carrying out its operation and maintenance activities with respect to the water impoundment structures covered by the cooperative agreement under subsection (a) in conformance with this section and the cooperative agreement; and

(2) the costs associated with the maintenance and operation of the structures.

(f) **PROHIBITION ON USE OF MECHANIZED TRANSPORT AND MOTORIZED EQUIPMENT.**—The non-Federal entity may not use mechanized transport or motorized equipment—

(1) to operate or maintain the water impoundment structures covered by the cooperative agreement under subsection (a); or

(2) to otherwise conduct activities in the Emigrant Wilderness pursuant to the cooperative agreement.

(g) **EXPANSION OF AGREEMENT TO COVER ADDITIONAL STRUCTURES.**—In the case of the six water impoundment structures located within the boundaries of the Emigrant Wilderness, but not specified in subsection (b), the Secretary of Agriculture may expand the scope of the cooperative agreement under subsection (a), with the consent of the State of California and the other party to the agreement, to include one or more of these structures, subject to the same terms and conditions as apply to the structures specified in subsection (b).

(h) **AUTHORIZATION OF APPROPRIATIONS.**—There are authorized to be appropriated to the Secretary of Agriculture \$20,000 to cover administrative costs incurred by the Secretary to comply with the requirements of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) in carrying out this section.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania (Mr. PETERSON) and the gentlewoman from the Virgin Islands (Mrs. CHRISTENSEN) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania (Mr. PETERSON).

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Mr. PETERSON of Pennsylvania. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I thank my friend and colleague, the gentleman from California (Mr. DOOLITTLE), for his work on H.R. 434, the Emigrant Wilderness Pro-

tection Act. This bill would give the Secretary of Agriculture the authority to enter into a cooperative agreement with non-Federal entities to retain, maintain and operate at private expense the 12 small check dams and weirs, located within the Emigrant Wilderness boundary. The work would be done under terms and conditions established by the Secretary and without use of mechanized transport or motorized equipment. The bill authorizes \$20,000 to be appropriated to cover administrative costs incurred by the Secretary to comply with the National Environmental Policy Act.

Although not specifically indicated within the legislation, it is widely believed to have been the intent of Congress when it passed the Emigrant Wilderness Act in 1974 to preserve the 18 check dam structures. Report language for the 1974 act explained: "Within the area recommended for wilderness designation, there are drift fences, five miles, which will be maintained, but several cabins and barns will be removed within 10 years. Two snow cabins will be retained. The weirs and small dams will likewise be retained," House Report No. 93-989, page 10, April 11, 1974.

This is a good, well thought-out, common-sense bill, Mr. Speaker; and I urge my colleagues to support the measure.

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

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

H.R. 434 would allow for the non-motorized maintenance and repair of 12 concrete dams in the Emigrant Wilderness in the Stanislaus National Forest in California. The bill would allow the Forest Service to enter into cooperative agreements to delegate the maintenance work and expense to private properties. These structures were built between 1931 and 1954 and were in existence when Congress designated the Wilderness area in 1974. Several provide water during the dry seasons for trout habitat.

Although dams generally do not belong in Wilderness and the forest planning process is addressing this issue, several factors make the bill acceptable: first, litigation threatens to drag the planning process out for years. Second, these dams, some of which are eligible for listing on the National Register for Historic Places, predate the establishment of the Wilderness, have a history of nonmotorized maintenance, and are, for the most part, unobtrusive. Finally, the expense is not borne by the taxpayer.

As reported out of committee, this bill represents a reasonable compromise, reducing the number of dams maintained from 18 to 12 and mirroring the bill that passed the House last Congress. I urge my colleagues to support it.

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

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

The SPEAKER pro tempore (Mr. ISAKSON). The question is on the motion offered by the gentleman from Pennsylvania (Mr. PETERSON) that the House suspend the rules and pass the bill, H.R. 434, 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 direct the Secretary of Agriculture to enter into a cooperative agreement to provide for retention, maintenance, and operation, at private expense, of 12 concrete dams and weirs located within the boundaries of the Emigrant Wilderness in the Stanislaus National Forest, California, and for other purposes."

A motion to reconsider was laid on the table.

PACIFIC NORTHWEST FEASIBILITY STUDIES ACT OF 2001

Mr. PETERSON of Pennsylvania. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1937) to authorize the Secretary of the Interior to engage in certain feasibility studies of water resource projects in the State of Washington, as amended.

The Clerk read as follows:

H.R. 1937

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 "Pacific Northwest Feasibility Studies Act of 2001".

SEC. 2. AUTHORIZATION OF FEASIBILITY STUDIES.

(a) *IN GENERAL.*—The Secretary of the Interior may engage in the following feasibility studies:

(1) *The Tulalip Tribes Water Quality Feasibility Study, to identify ways to meet future domestic and commercial water distribution needs of the Tulalip Indian Reservation on the Eastern Shore of Puget Sound, Washington.*

(2) *The Lower Elwha Klallam Rural Water Supply Feasibility Study, to identify additional rural water supply sources for the Lower Elwha Indian Reservation on the Olympic Peninsula, Washington.*

(3) *The Makah Community Water Source Project Feasibility Study, to identify ways to meet the current and future domestic and commercial water supply and distribution needs of the Makah Indian Tribe on the Olympic Peninsula, Washington.*

(b) *PUBLIC AVAILABILITY OF RESULTS.*—The Secretary of the Interior shall make available to the public, upon request, the results of each feasibility study authorized under subsection (a), and shall promptly publish in the Federal Register a notice of the availability of those results.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania (Mr. PETERSON) and the gentlewoman from the Virgin Islands (Mrs. CHRISTENSEN) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania (Mr. PETERSON).

Mr. PETERSON of Pennsylvania. Mr. Speaker, I yield myself such time as I may consume.