

emigrants of the Willies and Martin handcart companies lost their lives in an early fall snowstorm. Those who perished were buried where they died, and many were placed in common graves because of the tremendously difficult and trying conditions.

Many members of these two handcart companies began their trek to Salt Lake City in Europe, and others joined them in the eastern United States. They sought a new life in the American West and the freedom to practice their religion. This loss of life was one of the most tragic events in the entire westward migration on the California, Oregon and Mormon trails and mid-nineteenth century America.

It is obvious that this site holds a special significance for the many descendants of those who survived this ordeal, many of whom are Latter-day Saints. But it is also a holy place as well for other members of the church who give special honors to their pioneer heritage.

Madam Speaker, the church's interest in acquiring this site is consistent with the Federal Government's interest in public access and preservation of this important site. The church has an interest in preserving this place as an authentic historic site. It has an interest in maintaining relics and evidences of the Mormon, Oregon, California, and Pony Express trails that pass through the area. The church also has an interest in making the area accessible to visitors in a way that will preserve the historic significance of the place. Furthermore, I believe that the church's commitment to this site is likely to be much greater than that of the Federal Government, and as a result the area will be better preserved and better cared for under Latter-day Saint stewardship than under Federal control.

Finally, Madam Speaker, I do not see this legislation for the transfer of this particular piece of land to be establishing any precedent for the sale or transfer of other Federal lands. Clearly this is a unique situation. The Church of Jesus Christ of Latter-day Saints has an interest that is very similar to the Federal interest to preserve, protect and provide public access to the site. This land transfer makes eminent sense, but it clearly does not change any Federal policies or practices regarding the protection and preservation of public lands.

Madam Speaker, I commend my colleague from Utah, Mr. HANSEN, for introducing this legislation, and I urge my colleagues to join me in supporting it.

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

The SPEAKER pro tempore (Mrs. BIGGERT). 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. 4103, 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.

A motion to reconsider was laid on the table.

SHOSHONE NATIONAL RECREATION TRAIL MANAGEMENT ACT

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

bill (H.R. 3936) to designate and provide for the management of the Shoshone National Recreation Trail, and for other purposes, as amended.

The Clerk read as follows:

H.R. 3936

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

SECTION 1. SHOSHONE NATIONAL TRAIL.

(a) DEFINITIONS.—For the purposes of this section, the following definitions shall apply:

(1) APPROPRIATE SECRETARY.—The term "appropriate Secretary" means—

(A) the Secretary of Agriculture when referring to land under the jurisdiction of that Secretary; and

(B) the Secretary of the Interior when referring to any land except that under the jurisdiction of the Secretary of Agriculture.

(2) MAP.—The term "Map" means the map entitled "James V. Hansen Shoshone National Trail" and dated April 5, 2002.

(3) TRAIL.—The term "Trail" means the system of trails designated in subsection (b) as the James V. Hansen Shoshone National Trail.

(b) DESIGNATION.—The trails that are open to motorized use pursuant to applicable Federal and State law and are depicted on the Map as the Shoshone National Trail are hereby designated as the "James V. Hansen Shoshone National Trail".

(c) MANAGEMENT.—

(1) IN GENERAL.—Except as otherwise provided in this Act, the appropriate Secretary shall manage the Trail consistent with the requirements of a national recreation trail in accordance with—

(A) the National Trails System Act (16 U.S.C. 1241 et seq.); and

(B) other applicable laws and regulations for trails on Federal lands.

(2) COOPERATION; AGREEMENTS.—The Secretary of the Interior and the Secretary of Agriculture shall cooperate with the State of Utah Department of Natural Resources and appropriate county governments in managing the Trail. The appropriate Secretary shall make every reasonable effort to enter into cooperative agreements with the State of Utah Department of Natural Resources and appropriate county governments (separately, collectively, or in any combination, as agreed by the parties) for management of the Trail.

(3) PRIMARY PURPOSE.—The primary purpose of this Act is to provide recreational trail opportunities for motorized vehicle use on the Trail. The Trail shall be managed in a manner that is consistent with this purpose, ensures user safety, and minimizes user conflicts.

(4) ADDITION OF TRAILS.—

(A) IN GENERAL.—The appropriate Secretary may add trails to the Trail in accordance with the National Trails System Act and this Act. The Secretary shall consider the Trail a national recreation trail for the purpose of making such additions.

(B) REQUIREMENT FOR ADDITION OF TRAILS ON NON-FEDERAL LAND.—If a trail to be added to the Trail is located on non-Federal land, the appropriate Secretary may add the trail only if the owner of the land upon which the trail is located has—

(i) consented to the addition of the trail to the Trail; and

(ii) entered into an agreement with the appropriate Secretary for management of the additional trail in a manner that is consistent with this Act.

(5) NOTICE OF OPEN ROUTES.—The Secretary of the Interior and the Secretary of Agriculture shall ensure that the public is adequately informed regarding the routes open

for the Trail, including by appropriate signage along the Trail.

(d) NO EFFECT ON NON-FEDERAL LAND AND INTERESTS IN LAND.—Nothing in this section shall be construed to affect ownership, management, or other rights related to any non-Federal land or interests in land, except as provided in an agreement related to that land entered into by the landowner under subsection (c)(4)(B)(ii).

(e) ACQUISITION OF LAND AND INTERESTS IN LAND.—The appropriate Secretary may acquire land and interests in land for the purposes of the Trail only from willing owners.

(f) MAP ON FILE; UPDATED.—The Map shall be—

(1) kept on file at the appropriate offices of the Secretary of the Interior and the Secretary of Agriculture; and

(2) updated by the appropriate Secretary whenever trails are added to the Trail.

(g) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated such sums as are necessary to carry out this Act.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Utah (Mr. HANSEN) and the gentleman from Michigan (Mr. KILDEE) each will control 20 minutes.

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

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

Madam Speaker, H.R. 3936, which I introduced, would designate and provide for the management of approximately 337 miles of existing trails, already open to OHV use in northern Utah on the Wasatch-Cache National Forest and adjacent BLM lands.

It would also allow that, consistent with the National Trails System Act, additional segments might be added administratively on Federal land at a later point, and that trails on non-Federal lands might be added once local communities have identified the most appropriate access points and local trails. Once these additional segments are added, it is expected that there will be approximately 500 miles of trails in the system. In addition, the bill I bring to the floor today also contains an amendment to insert the proper map title and to clarify how the agencies may add additional segments under the National Trails System Act.

In recent years Utah has seen a dramatic increase in the number of registered off-highway vehicles. This growth has presented Federal and State land managers with the difficult challenge of finding and identifying appropriate places to ride for this growing group of recreationalists. Experience has shown when an organized system of trails has been identified, it becomes easier to direct these recreational activities to appropriate places and to protect the areas where OHV riding would not be appropriate.

This bill is a proactive attempt to handle this growing recreational activity. In fact, as meetings were held with local community leaders, it was interesting to note that the concept was supported not only by locally elected officials, but also by some local conservationists who, while not generally

supportive of OHV recreation, expressed their support because of its ability to channel these recreational activities to appropriate places.

For years the more extreme environmental voices have claimed that they are not opposed to OHV use if it is on designated trails. However, I believe their true agenda is on display by the fact that while this bill does everything they claim to want, including designating only those trails that are already open to OHV use and directing that funding be used for informing the public of open routes through mails and trail signage, some of the more extreme environmental voices in the State of Utah remain opposed. While they continue to claim that these are the solutions that they really favor, they have never stepped forward with any realistic leadership to wisely and responsibly provide for how to help mitigate the increasing demand for OHV opportunities.

While extreme voices have shown they have no solutions to match their complaints, I am proud of this bill and proud of the fact that while some have offered mere rhetoric as their contribution to our public lands, we are providing real leadership and proactive solutions.

I would like to state, Madam Speaker, that a lot of people are of the opinion that I wrote this on the back of an envelope while I was traveling on an airplane. That is far from the truth. This bill was brought about by a group of folks in the State of Utah. The director of the Public Lands Area of Parks, Courtland Nelson, his deputy, the national resource people, Federal people, State people, OHV riders, they got together and determined how this would work.

In southern Utah there is a trail called the Paiute Trail, and there are 2,500 miles of marked areas where people can ride OHVs and have a good experience doing it. In fact, a couple of weeks ago, because I wanted to see how it is done, I spent 2 days on that trail; a very interesting experience. I would urge others to do it. It is well taken care of. The public takes good care of it. People have adopted the trail. There is a lady close to 80 years old that gets on their Polaris ATV and rides along with one of those sticks to pick up papers and cans, and then she has a basket in the front of her ATV, and she puts debris in there. Then she brings it down. If anyone makes a mess on her trail, Barbara runs out and lectures them, and they never do it again.

It is kind of encouraging to see people take this upon themselves, and I would expect the same thing to happen with this trail. I am amazed how many of these OHVs there are in America. There are literally thousands. People pay from \$4,000 to \$8,000 for these, and they want a place to ride. It behooves our committee to help provide a place for Americans to enjoy these vehicles. They are used on farms. A rancher told me the other day that they do not use quarter horses and pickup trucks anymore, we use OHVs. They are a lot of

fun to ride, and they open up areas for America.

Of course, we do not want to spoil the pristine areas of America, we do not want them in wilderness areas, but we do have to create a place for them to ride. If my home State of Utah did anything right, it did the Paiute Trail. That is what brought all of these people together to do the Shoshone Trail, which we are talking about today, which is in northern Utah.

Madam Speaker, as much as I would like to take credit for being the one who wrote this, I did not. Contrary to what has been in all of our local papers that I wrote it on the back of an envelope when I was bored riding an airplane, that is not the truth. It was done by people with much more knowledge and understanding about public lands than I have, and I compliment them.

Madam Speaker, I reserve the balance of my time.

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

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

Mr. KILDEE. Madam Speaker, H.R. 3936, which was introduced by the gentleman from Utah (Mr. HANSEN), would designate a series of off-road vehicle trails on Federal, State and private land in north central Utah as a national trail.

The Committee on Resources held a hearing on H.R. 3936 in April. While it was obvious from the hearing there was a measure of support for a trail designation in this area, there were also a number of issues and concerns that had been raised with the legislation regarding use and access.

Madam Speaker, I want to compliment the gentleman from Utah (Mr. HANSEN) and his staff for their willingness to work with the minority to address the concerns and issues raised with the bill. The amendment in the nature of a substitute that the Committee on Resources adopted contains language worked out with the minority. The amendment slightly alters the name of the trail, designates only routes that are currently open and eligible for ORV use, minimizes user conflicts, and eliminates conflicts with other trail laws and policies.

I would note the change in the name of the trail to the James V. Hansen Shoshone National Trail. I am very pleased with the change in the name. The gentleman from Utah (Mr. HANSEN) is one of the finest Members of this body. The gentleman is a Member of great civility, a Member of great integrity, a gentleman whom I am proud to number among my personal friends. If we had more James Hansens in this House, we could get more done rather than sitting around shouting at each other. I am very pleased, as I say, to have him among my personal friends.

The name change was the result of an amendment offered by the ranking member, the gentleman from West Virginia (Mr. RAHALL), who wanted to recognize the chairman for the work he

has done on this and many other pieces of legislation.

Madam Speaker, I believe that with the changes made by the Committee on Resources, we have a bill that everyone can support. I am pleased that the House will proceed to pass this legislation today.

Madam Speaker, I reserve the balance of my time.

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

Madam Speaker, I appreciate the very kind words from the gentleman from Michigan (Mr. KILDEE).

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

Mr. KILDEE. Madam 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. 3936, 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 designate and provide for the management of the James V. Hansen Shoshone National Trail, and for other purposes."

A motion to reconsider was laid on the table.

PU'UHONUA O HONAUNAU NATIONAL HISTORICAL PARK ADDITION ACT OF 2002

Mr. HANSEN. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1906) to amend the Act that established the Pu'uhonua O Honaunau National Historical Park to expand the boundaries of that park, as amended.

The Clerk read as follows:

H.R. 1906

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 "Pu'uhonua o Hōnaunau National Historical Park Addition Act of 2002".

SEC. 2. ADDITIONS TO PU'UHONUA O HONAUNAU NATIONAL HISTORICAL PARK.

The first section of the Act of July 26, 1955 (69 Stat. 376, ch. 385; 16 U.S.C. 397), is amended—

(1) by striking "That, when" and inserting the following:

"SECTION 1. (a) When"; and

(2) by adding at the end thereof the following new subsections:

"(b) The boundaries of Pu'uhonua o Hōnaunau National Historical Park are hereby modified to include approximately 238 acres of lands and interests therein within the area identified as 'Parcel A' on the map entitled 'Pu'uhonua o Hōnaunau National Historical Park Proposed Boundary Additions, Ki'īlāe Village', numbered PUHO-P 415/82,013 and dated May, 2001.

"(c) The Secretary of the Interior is authorized to acquire approximately 159 acres of lands and interests therein within the area identified as 'Parcel B' on the map referenced in subsection (b). Upon the acquisition of such lands or interests therein, the Secretary shall modify the boundaries of Pu'uhonua o Hōnaunau National Historical Park to include such lands or interests therein."