

will add valuable historic property to the Kennesaw Mountain National Battlefield Park, located right in the heart of Georgia's 11th Congressional District.

Our Nation has long recognized the importance of restoring historic sites, especially those battlefields where Americans fought and died for freedom. Places such as Kennesaw Mountain National Battlefield Park, where significant battles of America's Civil War took place, allow us to look back in time to get a glimpse of the events that shaped our Nation. It is extremely important that we understand our history; otherwise, we will be destined to repeat the mistakes of our past.

This bill, which passed the House unanimously last Congress, welcomes our next generation to engage in the eye-opening stories of our past. A recent study of American history education revealed that only 23 percent of college seniors could identify James Madison as the father of our Constitution; however, 98 percent of college graduates knew that Snoop Dogg was a rapper.

Mr. Speaker, it is now more important than ever to ensure that the generations following us have access to these historic sites and the educational opportunities they provide or we risk losing touch with our history. My bill simply allows Kennesaw Mountain National Battlefield Park to acquire two pieces of property, through donation, that will add to the historic and educational value of this historic battlefield.

One of the properties this bill will preserve is a home that was built in 1853 by Mr. Josiah Wallis. Mr. Wallis built this home for his family, but it was eventually used as a hospital by the Confederate Army during the Civil War. In 1864, the Wallis House fell into the hands of General William Sherman of the Union Army during his campaign to take Atlanta.

The house served as Sherman's headquarters during the Battle of Kolb's Farm, which was a resounding victory for the Union Army, but the victory was not without cost. When the smoke cleared, over 350 Union soldiers and over 1,000 Confederate soldiers lay dead.

Five days later, Union General Oliver Howard used the Wallis House as his headquarters and communications center during the Battle of Kennesaw Mountain, one of the bloodiest 1-day battles of the entire war. This was also the last major battle before Atlanta fell to Union forces.

While the assault by General Sherman was a tactical failure costing the lives of over 3,000 of his men, the battle also inflicted heavy losses on the Confederates. Having lost another 1,000 men, the Confederate Army could not stop General Sherman on his march to Atlanta.

Adjacent to the Wallis House is 8 acres of land known as Harriston Hill. This property offers a sweeping view of

the valley leading to the Confederate line on top of Kennesaw Mountain and was used by the Union as signaling positions during the battle. This location is essential for park visitors to understand the strategic positions taken by the Union and Confederate flag Armies during the battle.

In addition to being critical sites in Civil War history, the Wallis House and Harriston Hill are two of the few original locations remaining from the Battle of Kennesaw Mountain associated with the Union Army. Most of the park's current attractions correspond with Confederate history, and these additions will prove to be major historical acquisitions that will enhance the value of the park and provide insight into the Union's side of the story.

In 2002, the Cobb County Government purchased the Wallis House and Harriston Hill to prevent the house from being demolished. Since then, the county has been seeking to transfer the property to the park. My bill simply modifies the boundary of Kennesaw Mountain National Battlefield Park to include the house and the hill and authorizes the park to acquire the property by donation.

Along with the Cobb County Government, this land transfer is supported by the National Park Service, Kennesaw Mountain National Battlefield Park, and several park volunteer organizations and historical societies in my district.

This legislation is an essential step toward preserving our Nation's heritage and a valuable part of Civil War history. The Wallis House and Harriston Hill will provide tremendous educational and historical value to Kennesaw Mountain National Battlefield Park, and it is my hope that the park will quickly acquire this property and restore it to its original condition for visitors to enjoy for generations to come.

I urge my colleagues to support this bill.

Mr. SABLON. Mr. Speaker, I have no further speakers, and I urge the adoption of the bill.

I yield back the balance of my time. Mr. McCLINTOCK. Mr. Speaker, I urge the adoption of the bill.

I yield back the balance of my time. The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. McCLINTOCK) that the House suspend the rules and pass the bill, H.R. 558.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

#### REQUEST TO CALL UP H.R. 724, STATUE OF LIBERTY VALUES ACT OF 2017

Ms. LOFGREN. Mr. Speaker, I ask unanimous consent to bring up and consider H.R. 724, the Statue of Liberty Values Act of 2017.

The SPEAKER pro tempore. Under guidelines consistently issued by successive Speakers, as recorded in section 956 of the House Rules and Manual, the Chair is constrained not to entertain the request unless it has been cleared by the bipartisan floor and committee leaderships.

#### DELAWARE WATER GAP NATIONAL RECREATION AREA IMPROVEMENT ACT AMENDMENT

Mr. McCLINTOCK. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 560) to amend the Delaware Water Gap National Recreation Area Improvement Act to provide access to certain vehicles serving residents of municipalities adjacent to the Delaware Water Gap National Recreation Area, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 560

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

#### SECTION 1. VEHICULAR ACCESS AND FEES.

Section 4 of the Delaware Water Gap National Recreation Area Improvement Act (Public Law 109-156) is amended to read as follows:

#### “SEC. 4. USE OF CERTAIN ROADS WITHIN THE RECREATION AREA.

“(a) IN GENERAL.—Except as otherwise provided in this section, Highway 209, a federally owned road within the boundaries of the Recreation Area, shall be closed to all commercial vehicles.

“(b) EXCEPTION FOR LOCAL BUSINESS USE.—Until September 30, 2021, subsection (a) shall not apply with respect to the use of commercial vehicles that have four or fewer axles and are—

“(1) owned and operated by a business physically located in—

“(A) the Recreation Area; or

“(B) one or more adjacent municipalities; or

“(2) necessary to provide services to businesses or persons located in—

“(A) the Recreation Area; or

“(B) one of more adjacent municipalities.

“(c) FEE.—The Secretary shall establish a fee and permit program for the use by commercial vehicles of Highway 209 under subsection (b). The program shall include an annual fee not to exceed \$200 per vehicle. All fees received under the program shall be set aside in a special account and be available, without further appropriation, to the Secretary for the administration and enforcement of the program, including registering vehicles, issuing permits and vehicle identification stickers, and personnel costs.

“(d) EXCEPTIONS.—The following vehicles may use Highway 209 and shall not be subject to a fee or permit requirement under subsection (c):

“(1) Local school buses.

“(2) Fire, ambulance, and other safety and emergency vehicles.

“(3) Commercial vehicles using Federal Road Route 209, from—

“(A) Milford to the Delaware River Bridge leading to U.S. Route 206 in New Jersey; and

“(B) mile 0 of Federal Road Route 209 to Pennsylvania State Route 2001.”.

#### SEC. 2. DEFINITIONS.

Section 2 of the Delaware Water Gap National Recreation Area Improvement Act (Public Law 109-156) is amended—

(1) by redesignating paragraphs (1) through (5) as paragraphs (2) through (6), respectively; and

(2) by inserting before paragraph (2) (as so redesignated by paragraph (1) of this section) the following:

“(1) ADJACENT MUNICIPALITIES.—The term ‘adjacent municipalities’ means Delaware Township, Dingman Township, Lehman Township, Matamoras Borough, Middle Smithfield Township, Milford Borough, Milford Township, Smithfield Township and Westfall Township, in Pennsylvania.”.

### SEC. 3. CONFORMING AMENDMENT.

Section 702 of the Omnibus Parks and Public Lands Management Act of 1996 (Public Law 104-333) is repealed.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. MCCLINTOCK) and the gentleman from the Northern Mariana Islands (Mr. SABLAN) each will control 20 minutes.

The Chair recognizes the gentleman from California.

#### GENERAL LEAVE

Mr. MCCLINTOCK. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous materials on the bill under consideration.

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

There was no objection.

Mr. MCCLINTOCK. I yield myself such time as I may consume.

Mr. Speaker, H.R. 560, introduced by Congressman TOM MARINO, amends the Delaware Water Gap National Recreation Area Improvement Act to allow a highway through the national recreation area to continue to be used by small commercial vehicles that serve the local communities adjoining this federally designated land. It is entirely in keeping with one of our principal objectives for Federal land use policy: to restore the Federal Government as a good neighbor to the communities impacted by the Federal lands.

In 1981, a portion of highway 209 was transferred from the Commonwealth of Pennsylvania to the National Park Service. Two years later, Congress closed the National Park Service segment of highway 209 to commercial traffic except for commercial vehicular operations serving businesses or persons located in or contiguous to the boundaries of the recreation area. Congress also authorized the Park Service to collect and retain fees from commercial use of the road. A 10-year transition period was established to accommodate impacts on the surrounding communities until alternative trucking routes could be built. Congress later passed two additional extensions of the commercial vehicle permitting authority through September 30, 2015.

As the third extension permitting commercial vehicle use of highway 209 neared expiration, local elected officials requested that Congress enact legislation to permit access for smaller class commercial vehicles for businesses physically located in towns ad-

acent to highway 209. H.R. 560 provides for such an extension, establishes up a fee structure, and exempts certain vehicles from the fee, thus protecting residents of these communities from additional disruption and inconvenience.

Congressman MARINO should be commended for his efforts to resolve this vexing issue for his constituents.

A nearly identical version of this legislation passed the House by voice vote in the 114th Congress. I urge adoption of this bill.

I reserve the balance of my time.

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

This bill, H.R. 560, amends the Delaware Water Gap National Recreation Area Improvement Act to extend a waiver for certain commercial traffic on U.S. Route 209, a federally owned highway that runs through the Delaware Water Gap National Recreation Area.

When Congress decided to restrict commercial traffic on the portion of the highway that runs through the recreation area, the law included an exemption for certain vehicles that belong to nearby businesses and municipal governments. This bill provides a 5-year extension of that exemption in order to facilitate continued access for local residents.

The National Park Service, which manages the area, supports the bill; and it passed the House, as my colleague from California mentioned, last year by voice vote. I urge my colleagues to support the adoption of this bill.

I reserve the balance of my time.

Mr. MCCLINTOCK. Mr. Speaker, I yield such time as he may consume to the gentleman from Pennsylvania (Mr. MARINO), the author of the measure.

Mr. MARINO. Mr. Speaker, I rise today in support of H.R. 560, my bill to reauthorize limited commercial vehicle traffic along Route 209 through the Delaware Water Gap National Recreation Area. Tomorrow marks 16 months during which uncertainty has reigned over this 21-mile stretch of road running through my district.

Over 30 years ago, the Commonwealth of Pennsylvania transferred Route 209, then a State road, to the National Park Service. As commercial vehicle traffic is banned on roads within our national parks, it would ultimately be restricted on this stretch of Route 209. But at that time, a 10-year exemption was made to support the local freight transport industry and because acceptable alternative routes were unavailable.

After multiple extensions, the most recent commercial vehicle authorization expired at the end of September 2015. To address the problem, county and township officials from the surrounding areas met with the National Park Service and my staff to negotiate a new plan. They recognized a continuing need to allow some commercial vehicles access and settled on the care-

fully crafted language we are considering today.

The work to produce this extension acknowledges the continued need of the employers, businesses, and homeowners in Pike and Monroe Counties. Unfortunately, although the House passed identical language in the 114th Congress and the Senate moved it to the floor, this important legislation failed to become law. The resulting uncertainty created hardship for families and businesses in the communities neighboring the Delaware Water Gap National Recreation Area.

The lack of access to this stretch of road has cast a cloud on a wide range of local businesses from heating fuel and package delivery to plumbers and electricians. Homeowners cannot access the services they need and countless jobs are in jeopardy. This is a critical piece of legislation for my constituents. We must pass it today and urge the Senate to act just as quickly.

I want to thank Chairman BISHOP and Federal Lands Subcommittee Chairman MCCLINTOCK, and I want to thank my colleagues on the other side of the aisle for their support and work with my staff to bring this bill to the floor as quickly as possible.

I urge my colleagues to support it.

Mr. SABLAN. Mr. Speaker, I want to congratulate my colleague, Mr. MARINO, for his leadership and his effort in the introduction and efforts towards the hopeful passage of H.R. 560. I want to also thank my good friend from California for this afternoon's wonderful time managing these six bills.

I urge the passage of H.R. 560.

I yield back the balance of my time.

Mr. MCCLINTOCK. I would just add that this and all the bills we heard today authored by both Republicans and Democrats, which passed this House in the last session, unanimously, were all stalled in the Senate. I would only express the hope that the Senate, this year, will act on these measures and do its duty as the coequal branch of the legislative department of this government.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. MCCLINTOCK) that the House suspend the rules and pass the bill, H.R. 560.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

#### COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER pro tempore laid before the House the following communication from the Clerk of the House of Representatives: