

U.S.C. 892d) is further amended by adding at the end the following:

“(c) **LIMITATION ON ADMINISTRATIVE EXPENSES FOR SURVEYS.**—Of amounts authorized by this section for each fiscal year for hydrographic surveys, not more than 5 percent is authorized for administrative costs.”.

SEC. 3. GAO STUDY.

The Comptroller General of the United States shall, by not later than 18 months after the date of enactment of this Act—

(1) conduct a study comparing the unit costs of hydrographic surveys conducted by the National Oceanic and Atmospheric Administration and the unit costs of procuring performance of such surveys; and

(2) report to the Congress on the findings of such study.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Alaska (Mr. YOUNG) and the gentleman from Maryland (Mr. BROWN) each will control 20 minutes.

The Chair recognizes the gentleman from Alaska.

GENERAL LEAVE

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material for the bill under consideration.

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

There was no objection.

Mr. YOUNG of Alaska. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in support of my bill, H.R. 221, the Hydrographic Services Improvement Amendments Act.

I was an original cosponsor and chairman of the House Natural Resources Committee when Representative Jim Saxton of New Jersey introduced the Hydrographic Services Improvement Act of 1998. My legislation will reauthorize the act through 2022 and will allow NOAA to conduct and contract for hydrographic surveys around the U.S., with specific focus on the Arctic.

Alaska is what makes the United States an Arctic Nation. My State has more coastline than any other State in this country, and we don't know what is under the surface. We are seeing a significant increase in vessel traffic, exploration, and resource development in our Arctic waters.

While hydrographic surveys are a critical part of the maritime safety, economic, and environmental efforts nationwide, they are especially important in the Arctic.

Mr. Speaker, there are more than 550,000 square nautical miles in the U.S. Arctic exclusive economic zone, otherwise a 200-mile limit. It would take decades to survey even half of that space.

NOAA has designated 38,000 miles as survey priority areas, and estimates a range up to 25 years to survey just those priority areas, if resources remain at their current level.

Alaskan waters are incredibly under-surveyed. Before this year, the last

time the entrances and mouth to the Yukon River were surveyed was 1899. The river is the most effective route to deliver food and goods to coastal and inland villages in western Alaska, and the last on-the-ground surveys were completed the same year that gold was discovered in Nome.

Mr. Speaker, there are other areas around the Nation that have the same problem. This is a very important piece of legislation. If we are to continue to utilize the ocean onshore and offshore, I urge the passage of this legislation, and I reserve the balance of my time.

Mr. BROWN of Maryland. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, this bill reauthorizes the Hydrographic Services Improvement Act, which funds vital navigation and safety services of NOAA's Office of Coast Survey, which maintains more than 1,000 charts and publications used by Federal and State agencies, private organizations, and the public.

It is no small feat to do this for our Nation's 95,000 miles of shoreline and 3.4 million square nautical miles of water.

It is critical that we ensure Federal capacity for hydrographic surveys, mapping, and charting. NOAA vessels and data support a wide range of activities and inform decisions with significant economic, environmental, and safety impacts.

As we face rapidly changing ocean conditions, hydrographic services will only become more important. This is particularly true in the Arctic, where we will eventually see almost entirely ice-free summers. It is not a matter of if, but when and how soon. With that comes an entirely new seascape for maritime commerce and transport, defense, and natural resources.

Mr. Speaker, I want to commend my colleague Mr. YOUNG for his hard work. I encourage adoption of this bill, and I yield back the balance of my time.

Mr. YOUNG of Alaska. 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 Alaska (Mr. YOUNG) that the House suspend the rules and pass the bill, H.R. 221, as amended.

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

A motion to reconsider was laid on the table.

GOLDEN SPIKE 150TH ANNIVERSARY ACT

Mr. BISHOP of Utah. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5751) to redesignate Golden Spike National Historic Site and to establish the Transcontinental Railroad Network, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5751

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 “Golden Spike 150th Anniversary Act”.

SEC. 2. DEFINITIONS.

In this Act:

(1) **ADJACENT LANDOWNER.**—The term “adjacent landowner” means the non-Federal owner of property that directly abuts the Park boundaries.

(2) **HISTORICAL CROSSING.**—The term “historical crossing” means a corridor with a maximum width of 30 feet across former railroad rights-of-way within the Park—

(A) that has been used by adjacent landowners in an open manner multiple times in more than 1 of the past 10 years for vehicle, farm machinery, or livestock travel; or

(B) where existing utility or pipelines have been placed.

(3) **NETWORK.**—The term “Network” means the Transcontinental Railroad Network established under section 4.

(4) **PARK.**—The term “Park” means the Golden Spike National Historic Park designated under section 3.

(5) **SECRETARY.**—The term “Secretary” means the Secretary of the Interior, acting through the Director of the National Park Service.

(6) **TRANSCONTINENTAL RAILROAD.**—The term “Transcontinental Railroad” means the approximately 1,912-mile continuous railroad constructed between 1863 and 1869 from Council Bluffs, Iowa, to San Francisco, California.

SEC. 3. REDESIGNATION.

(a) **REDESIGNATION.**—The Golden Spike National Historic Site designated April 2, 1957, and placed under the administration of the National Park Service under the Act of July 10, 1965 (79 Stat. 426), shall be known and designated as the “Golden Spike National Historic Park”.

(b) **REFERENCES.**—Any reference in a law, map, regulation, document, paper, or other record of the United States to the Golden Spike National Historic Site shall be considered a reference to the “Golden Spike National Historic Park”.

(c) **NETWORK.**—The Park shall be part of the Network.

SEC. 4. TRANSCONTINENTAL RAILROAD NETWORK.

(a) **IN GENERAL.**—The Secretary shall establish, within the National Park Service, the Transcontinental Railroad Network. The Network shall not include properties used in active freight railroad operations (or other ancillary purposes) or reasonably anticipated to be used for freight railroad operations in the future.

(b) **STUDY.**—The Secretary shall—

(1) inventory National Park Service sites, facilities, and programs; and

(2) identify other sites, facilities, and programs, to determine their suitability for inclusion in the Network, as delineated under subsection (e).

(c) **DUTIES OF THE SECRETARY.**—In carrying out the Network, the Secretary shall—

(1) produce and disseminate appropriate education materials relating to the history, construction, and legacy of the Transcontinental Railroad, such as handbooks, maps, interpretive guides, or electronic information;

(2) identify opportunities to enhance the recognition of immigrant laborers' contributions to the history, construction, and legacy of the Transcontinental Railroad;

(3) enter into appropriate cooperative agreements and memoranda of understanding to provide technical assistance under subsection (d); and

(4) create and adopt an official, uniform symbol or device for the Network and issue guidance for the use of such symbol or device.

(d) **ELEMENTS.**—The Network shall encompass the following elements:

(1) All units and programs of the National Park Service that are determined by the Secretary to relate to the history, construction, and legacy of the Transcontinental Railroad.

(2) With the consent of each person owning any legal interest in the property, other Federal, State, local, and privately owned properties that have a verifiable connection to the history, construction, and legacy of the Transcontinental Railroad and are included in, or determined by the Secretary to be eligible for inclusion in, the National Register of Historic Places.

(3) Other governmental and nongovernmental programs of an educational, research, or interpretive nature that are directly related to the history, construction, and legacy of the Transcontinental Railroad.

(e) **COOPERATIVE AGREEMENTS AND MEMORANDA OF UNDERSTANDING.**—To achieve the purposes of this section and to ensure effective coordination of the Federal and non-Federal elements of the Network described in subsection (d) with National Park System units and programs of the National Park Service, the Secretary may enter into cooperative agreements and memoranda of understanding with, and provide technical assistance to, the heads of other Federal agencies, States, units of local government, regional governmental bodies, and private entities.

SEC. 5. AGREEMENTS AFFECTING CERTAIN HISTORICAL CROSSINGS.

(a) **PROGRAMMATIC AGREEMENT.**—No later than 6 months after the date of enactment of this Act, the Secretary shall enter into a Programmatic Agreement with the Utah State Historic Preservation Office and other consulting parties to add certain undertakings in the Park to the list of those eligible for streamlined review under section 106 of the Historic Preservation Act of 1966 (54 U.S.C. 306108). In the development of the Programmatic Agreement, the Secretary shall collaborate with adjacent landowners, Tribes, and other consulting parties.

(b) **PROCESS FOR APPROVAL.**—After the completion of the Programmatic Agreement under subsection (a), an adjacent landowner shall give the Secretary notice of proposed certain undertakings. Within 30 days of the receipt of the notice, the Secretary shall review and approve the proposed certain undertakings if consistent with the Programmatic Agreement.

(c) **DEFINITION OF CERTAIN UNDERTAKINGS.**—As used in this section, the term “certain undertakings” means those activities that take place on, within, or under a historical crossing and—

(1) will last less than 1 month and will have limited physical impact on the surface of the historical crossing;

(2) have been implemented by an adjacent landowner or other adjacent landowners in the past; or

(3) is the subject of a categorical exclusion under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

SEC. 6. INVASIVE SPECIES CONTROL.

At the request of an adjacent landowner, within 30 days of such a request, the Secretary shall authorize the adjacent landowner to participate in the eradication of invasive species in the Park for a period of

up to 10 years, subject to renewal. Such an authorization shall provide—

(1) that the invasive species proposed for eradication is identified as such by the National Park Service;

(2) that the method, timing, and location of the eradication must be approved by the Secretary; and

(3) appropriate indemnification of the adjacent landowner.

SEC. 7. FUNDING CLARIFICATION.

No additional funds are authorized to carry out the requirements of this Act. Such requirements shall be carried out using amounts otherwise authorized.

The **SPEAKER** pro tempore. Pursuant to the rule, the gentleman from Utah (Mr. BISHOP) and the gentleman from Maryland (Mr. BROWN) each will control 20 minutes.

The Chair recognizes the gentleman from Utah.

GENERAL LEAVE

Mr. BISHOP of Utah. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on the bill under consideration.

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

There was no objection.

Mr. BISHOP of Utah. Mr. Speaker, I yield myself such time as I may consume.

May 10, 1869, is one of the most significant dates that we have in American history because that is the date when a congressionally mandated provision to try to unite the two oceans on this continent Nation together actually came into being.

The final spike that was put into this effort that was originated by Congress and, actually, oddly enough, Congress had to get them to stop going at different directions and come together at one point, took place in Promontory Summit in my State of Utah, in my district, about 30 miles from where I live.

This is a prominent symbol of the most significant achievement we had in the 19th century. It is, for transportation, as significant as landing a man on the moon would be for the 20th century.

Having the rail system go in there meant that some of my ancestors who had to walk every step across the plains, taking months to get to Utah, could now do it in 7 days on the new train that was going through there.

This is one of those things that has the support of the National Park Service, which wants to make sure that some of the less visual parks are given the quality attention they deserve, to make them something that is important for the future history of this country.

So it is not just going to be a park. This is going to be a historic park, and it is going to be part of a transcontinental railroad network that will take all sorts of other activities that deal with transportation within the area, allow them to make them more

public, and allow people to spend several days visiting different areas.

It is also important since, ironically, within a few miles of this location is also the site where most of the motors that were made for outer space travel were also built at the same time.

This can also become a hub of truly educational value about transportation in both the 19th century as well as the 20th century. It can also be an opportunity to tell the story of the literally thousands of immigrants who helped build the system going both ways in both directions. And it establishes a process so that challenges that have been longstanding with neighboring landowners can be resolved in an easy and simple way not only now but also going into the future.

□ 1600

Mr. Speaker, I urge my colleagues to support this bill which will make the Golden Spike a national historical park in time for the 150th birthday which will be May 10, 2019.

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

Mr. BROWN of Maryland. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 5751 redesignates the Golden Spike National Historic Site as the Golden Spike National Historical Park and directs the Secretary of the Interior to establish a program known as the Transcontinental Railroad Network within the National Park Service.

On May 10, 1869, a historically very significant day in the history of our country, the Atlantic and Pacific Coasts were linked for the first time in our Nation's history when the 1,912-mile system of hand-built tracks was completed in Promontory, Utah.

This national historical park designation is a fitting tribute that acknowledges the significance of this event. The bill will also help the National Park Service educate the public about the history, construction, and legacy of the transcontinental railroad without additional funds.

I would like to thank the chairman for his efforts to preserve an important part of our history. This is a good bill, and I urge my colleagues to support its passage.

I yield back the balance of my time.

Mr. BISHOP of Utah. Mr. Speaker, I invite all of you out next May 10 to a celebration at this site. It will be a party you will not forget.

Mr. Speaker, I urge my colleagues' adoption, and I yield back the balance of my time.

The **SPEAKER** pro tempore (Mr. BACON). The question is on the motion offered by the gentleman from Utah (Mr. BISHOP) that the House suspend the rules and pass the bill, H.R. 5751, as amended.

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

A motion to reconsider was laid on the table.

TULARE YOUTH RECREATION AND WOMEN'S HISTORY ENHANCEMENT ACT

Mr. BISHOP of Utah. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 805) to authorize the conveyance of and remove the reversionary interest of the United States in certain lands in the City of Tulare, California.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 805

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 "Tulare Youth Recreation and Women's History Enhancement Act".

SEC. 2. FINDINGS.

The Congress finds the following:

(1) The City of Tulare requires clear title to two Parcels of land within the City's business corridor.

(2) The Parcels are part of a right-of-way granted to the Railroad by the Federal Government by the Act dated July 27, 1866.

(3) The Parcels, which are currently under lease to the City, are currently occupied by an outdoor recreation facility for youth and a historic women's club.

(4) The City desires to improve and restore these facilities but cannot absent clear title to the Parcels.

(5) The United States retained a reversionary interest in the Parcels conveyed to the Railroad in 1866 and has not exercised this authority.

(6) The Union Pacific Railroad desires to sell the Parcels to the City.

(7) Public Law 105-195 conveyed the reversionary interest to all surrounding Parcels in 1998, which were conveyed by the Union Pacific Railroad to the City.

SEC. 3. AUTHORIZATION OF CONVEYANCE AND REMOVAL OF REVERSIONARY INTEREST.

(a) DEFINITIONS.—In this section:

(1) CITY.—The term "City" means the City of Tulare, California.

(2) MAP.—The term "Map" means the map entitled "Tulare Railroad Parcels Proposed to be Acquired", dated April 30, 2015.

(3) PARCELS.—The term "Parcels" means the land identified as "Tulare Railroad Proposed Parcels" on the Map.

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

(5) RAILROAD.—The term "Railroad" means the Union Pacific Railroad.

(b) REVERSIONARY INTEREST EXTINGUISHED.—

(1) IN GENERAL.—To promote recreational opportunities for youth and commemorate women's history in the City, the United States authorizes the conveyance of and relinquishes its reversionary interest in the Parcels retained under the Act of July 27, 1866 (14 Stat. 292, chapter 278).

(2) REQUIRED DOCUMENTATION.—The relinquishment of the reversionary interest under paragraph (1) shall be executed by the Secretary in an instrument that—

(A) is suitable for recording in the records of Tulare County, California; and

(B) references this Act and any prior instruments relating to the United States interest in the Parcels.

(3) COSTS.—Any costs associated with the required documentation under paragraph (2) shall be paid by the City.

(4) CONDITION.—The relinquishment of the reversionary interest under paragraph (1) shall be effective on the date that the Railroad conveys the Parcels to the City.

(c) MAP ON FILE.—The Map shall be kept on file and available for public inspection in the appropriate offices of the Bureau of Land Management.

(d) PRESERVATION OF EXISTING RIGHTS OF ACCESS.—Nothing in this Act shall impair any existing rights of access in favor of the public or any owner of adjacent lands over, under or across the Parcels.

(e) SURFACE ENTRY.—The Parcels shall be subject to the same conditions as those parcels affected by Public Law 105-195 regarding rights of surface entry.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Utah (Mr. BISHOP) and the gentleman from Maryland (Mr. BROWN) each will control 20 minutes.

The Chair recognizes the gentleman from Utah.

GENERAL LEAVE

Mr. BISHOP of Utah. Mr. Speaker, I ask unanimous consent that all Members 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 Utah?

There was no objection.

Mr. BISHOP of Utah. Mr. Speaker, I yield such time as he may consume to the gentleman from California (Mr. NUNES), the sponsor of this bill.

Mr. NUNES. Mr. Speaker, I want to thank the chairman and the ranking member for allowing this bill to come up today.

I rise in support of H.R. 805, the Tulare Youth Recreation and Women's History Enhancement Act.

This bill simply removes a Federal reversionary interest in two parcels of land in my hometown of Tulare, California, and offers their conveyance to the city.

This would allow the city to purchase this land from the Union Pacific Railroad, which received the land from the Federal Government by right-of-way in the 19th century. One parcel has long been home to a historic Women's Club House which has served as an important community center for more than 100 years.

The Women's Club House is in need of critical repairs, but the city of Tulare has been reluctant to make repairs without clear title to the land. If this bill were enacted, the city would be making needed repairs to this historical landmark, preserving it for generations to come.

The second parcel of land is home to the Rotary Skate Park, which is a recreational park used by young and old residents alike. Both of these community locations are extremely important to the people of the San Joaquin Valley, and this bill will ensure their continued use for many years to come.

I want to thank, again, the chair and ranking member for their support, and urge my colleagues to support this bill.

Mr. BROWN of Maryland. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 805, releases the reversionary interests on two parcels of land in Tulare County in California. These parcels are currently leased from the Union Pacific Railroad and contain a skate park and historic women's club, owned and operated by the city.

City officials want to make improvements to both facilities, but are unable to secure financing without clean and free titles to the property.

In the 19th century, Congress granted the land to Southern Pacific Railroad, the predecessor of Union Pacific, for use as a railroad right-of-way. Congress subsequently authorized the railroad to lease the land to Tulare for other public purposes. However, the land remains encumbered with a reversionary interest.

Congress passed a law in 1998 that released the reversionary interest on 12 parcels in Tulare. H.R. 805 deals with two additional parcels, allowing Union Pacific to sell the land to Tulare and clear the way for planned improvements.

The 1998 law was the first time Congress authorized the release of a reversionary interest for redevelopment purposes. At the time, the railroad had already sold the land at Tulare, even though it belonged to taxpayers, and Congress had to intervene to remedy the situation. Unlike the situation in 1998, the two parcels affected by this bill have not been sold and under normal circumstances, the Federal Government—not Union Pacific—should receive payment for the parcels if they are no longer used as originally intended by Congress.

However, the history of congressional involvement in Tulare justifies an exception to this standard. Due to the circumstances, I am happy to support this bill and I urge my colleagues to support its adoption.

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

Mr. BISHOP of Utah. Mr. Speaker, I yield myself such time as I may consume.

This is not a significant bill. We are talking about a couple of acres of property that used to be owned by the Federal Government that had no purpose and use for it. So they gave it up. But instead, Congress decided to include a reversionary clause with this stuff so that if they ever wanted to do something different with these 2 acres of property, they would have to come crawling back to us to ask for our permission to do it, which is silly.

It is ridiculous that we have to go through this process time, after time, after time. The Federal Government didn't need this land originally. They still don't need it, but they still have that particular clause attached to it.

This land needs to be given over to the city who uses it so they can make improvements on facilities that have been used since the 1800s. And that we