

certain amenities at Paterson Great Falls National Historical Park in honor of the late Congressman Bill Pascrell, Jr.

Specifically, this bipartisan bill would rename two sites within the historical park as the Bill Pascrell, Jr. Scenic Overlook Trail Bridge and the Bill Pascrell, Jr. Overlook Park.

Paterson, New Jersey, was home to Congressman Pascrell, a former Member of this body and, before that, a high school teacher and college professor.

Congressman Pascrell was instrumental in the designation of the Paterson Great Falls National Historical Park in 2009. Known for his plainspoken demeanor and deep commitment to his constituents, Congressman Pascrell served our Nation in the U.S. Army and in this body for nearly three decades, until his passing last August.

Overlook Park is a 2.5-acre area providing panoramic views of the falls and the gateway to the larger historical park.

The Great Falls Scenic Overlook Trail Bridge is one of two year-round pedestrian bridges connecting visitors to the falls. It serves approximately 300,000 visitors annually and links the park's visitors center to the falls' viewing platform.

Mr. Speaker, this straightforward and bipartisan legislation has the full support of the entire New Jersey delegation. I commend Representative PALLONE for his work on this legislation. I support the bill, and I reserve the balance of my time.

Ms. HOYLE of Oregon. Mr. Speaker, I rise today in support of H.R. 249, a bill that would ensure that the name of Congressman Bill Pascrell, Jr., will forever be etched into the landscape of the city that he so passionately served.

This legislation would rename two beloved landmarks within Paterson Great Falls National Historical Park, the Scenic Overlook Trail Bridge and Overlook Park, as the Bill Pascrell, Jr. Scenic Overlook Trail Bridge and the Bill Pascrell, Jr. Overlook Park.

These places offer sweeping views of the Great Falls, a symbol of American ingenuity, labor, and power.

There could be no more fitting a tribute to a man whose career reflected those same qualities. For decades, Bill Pascrell fought for the people of Paterson and the State of New Jersey. Anyone who visited Paterson, as I have on many occasions, knew that he lived, ate, and breathed Paterson. That man loved Paterson and was Paterson.

Mr. Speaker, it is also fitting that, on the week that we honor police officers, who put their lives on the line to protect and serve us, this is the time that we will pass this bill honoring Bill Pascrell. He never backed down from standing up for working people and for first responders. From the halls of city hall to Congress, he was a tireless advocate for working families, veterans, public health, and local infrastructure. Yet, what defined him was his

unshakable belief in the potential of his hometown, a city that helped build America and the city that he never stopped believing in.

By renaming these park features in his honor, we are not just commemorating his public service. We are linking his legacy to a history of American industry, immigration, and a resilience that Great Falls represents.

Bill Pascrell deserves this legacy. He was a legacy. He had a great sense of humor, and when he walked in, everyone knew he was in the room. We miss him dearly here, and his name belongs in this place not only in the official record, but in the very landscape of the community that he loved.

Mr. Speaker, I urge my colleagues to support this legislation to help ensure that this legacy stands as strong and enduring as the Great Falls themselves, and I reserve the balance of my time.

Mr. WESTERMAN. Mr. Speaker, I have no further requests for time. I am prepared to close, and I reserve the balance of my time.

Ms. HOYLE of Oregon. Mr. Speaker, I yield 4 minutes to the gentlewoman from New Jersey (Ms. POU).

Ms. POU. Mr. Speaker, I thank the gentlewoman for yielding to me.

Mr. Speaker, I rise in support of H.R. 249, a bill to redesignate parts of the Paterson Great Falls National Historical Park in honor of the late Congressman Bill Pascrell, Jr.

I thank my friend and fellow New Jerseyan, Congressman FRANK PALLONE, for leading this effort. I am a proud original cosponsor of this important measure to honor the legacy of one of Paterson's greatest sons, Congressman Pascrell.

Congressman Pascrell was my dear friend and a mentor to me. He was known throughout our State for his closely held convictions. He spoke up and spoke out for what he believed in, and he never ever backed down from a fight.

Many years ago, Bill had a vision for the Great Falls. He knew that, with adequate Federal resources and funding, the Great Falls could be an anchor for Paterson's rebirth and revitalization.

Once he arrived in Washington, he rolled up his sleeves and got to work.

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Bill fought relentlessly to secure the designation of the Great Falls as a National Historic Park in 2009. When it was signed into law by President Obama, it was a proud day for our city and our entire State.

This designation unlocked a flood of new rehabilitation and expansion projects that have transformed the Great Falls into a hub for tourism and recreation.

This includes the expansion of the park's boundaries to encompass the historic Hinchliffe Stadium. The Great Falls is the crown jewel of our great city. After Niagara Falls, by volume, it

is the largest set of waterfalls east of the Mississippi River. Hundreds of thousands of tourists come from all over the world to be inspired by the beauty of its roaring water.

Additionally, our Great Falls are unique as both a historical and national landmark. Alexander Hamilton used the power of the falls to help start the industrial revolution right in the heart of Paterson, New Jersey.

Overlook Park is the center of our national park. This part of the district is where you get the classic view of our famous falls. The pedestrian bridge is another favorite part of the park, a place where you can get a topside view of the falls and can physically feel its majesty, along with the mists from the mighty Passaic River.

Mr. Speaker, with the passage of this measure into law to rename these two locations, Bill Pascrell's tireless advocacy will be rightfully remembered by generations of Patersonians. As a proud Patersonian, let me just say, I urge all my colleagues to support the passage of this measure.

Ms. HOYLE of Oregon. Mr. Speaker, I urge my colleagues to support the legislation, and I yield back the balance of my time.

Mr. WESTERMAN. Mr. Speaker, this is a straightforward, bipartisan bill that renames beloved sites for the late Representative Bill Pascrell, Jr. I urge its adoption and yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Arkansas (Mr. WESTERMAN) that the House suspend the rules and pass the bill, H.R. 249.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. WESTERMAN. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

APEX AREA TECHNICAL CORRECTIONS ACT

Mr. WESTERMAN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 618) to amend the Apex Project, Nevada Land Transfer and Authorization Act of 1989 to include the City of North Las Vegas and the Apex Industrial Park Owners Association, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 618

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 "Apex Area Technical Corrections Act".

SEC. 2. APEX PROJECT, NEVADA LAND TRANSFER AND AUTHORIZATION ACT OF 1989.

The Apex Project, Nevada Land Transfer and Authorization Act of 1989 (Public Law 101-67; 103 Stat. 168) is amended—

(1) in section 2(b)—

(A) by redesignating paragraph (6) as paragraph (8); and

(B) by inserting after paragraph (5) the following:

“(6) The term ‘Apex Industrial Park Owners Association’ has the meaning given such term by the charter document for the entity entitled ‘Apex Industrial Park Owners Association’, formed on April 9, 2001, and any successor documents to such charter document, on file with the Nevada Secretary of State.

“(7) The term ‘City of North Las Vegas’ means North Las Vegas, Nevada.”;

(2) in section 3(b)—

(A) by striking “Clark County for the connection” and inserting “Clark County, the City of North Las Vegas, and the Apex Industrial Park Owners Association, individually or jointly as appropriate, for the connection”;

(B) by striking “Kerr-McGee Site” and inserting “Kerr-McGee Site and other lands conveyed in accordance with this Act”;

(C) by inserting “(or any successor maps created by the Secretary)” after “May 1989”;

(3) in section 4(c), by striking “Pursuant” and all that follows through “Clark County” and inserting “During such time as the requirements of section 6 are met, and pursuant to applicable law, the Secretary shall grant Clark County, the City of North Las Vegas, and the Apex Industrial Owners Association”;

(4) in section 4(e)(1), by striking the last sentence and inserting “The withdrawal made by this subsection shall continue in perpetuity for all lands transferred in accordance with this subsection.”;

(5) in section 4(e), by adding at the end the following:

“(3) In the case of the sale of mineral materials resulting from grading, land balancing, or other activities on the surface of a parcel within the Apex Site for which the United States retains and interest in the minerals—

“(A) it shall be considered impracticable to obtain competition for purposes of section 3602.31(a)(2) of title 43, Code of Federal Regulations (as in effect on the date of the enactment of the Apex Area Technical Corrections Act); and

“(B) such sale shall be exempt from the quantity and term limitations imposed on non-competitive sales under subpart 3602 of such title (as in effect on the date of the enactment of the Apex Area Technical Corrections Act.”;

(6) in section 6, by adding at the end the following:

“(d) COMPLIANCE WITH ENVIRONMENTAL ASSESSMENTS.—Each transfer by the United States of additional lands or interests in lands within the Apex Site or rights-of-way issued pursuant to this Act shall be conditioned upon compliance with applicable Federal land laws, including the National Environmental Policy Act of 1969 and the Federal Land Policy and Management Act of 1976.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Arkansas (Mr. WESTERMAN) and the gentlewoman from Oregon (Ms. HOYLE) each will control 20 minutes.

The Chair recognizes the gentleman from Arkansas.

GENERAL LEAVE

Mr. WESTERMAN. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous material on H.R. 618, the bill now under consideration.

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

There was no objection.

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

Mr. Speaker, I rise in support of Representative HORSFORD’s bill, H.R. 618, the Apex Area Technical Corrections Act.

H.R. 618 is a bipartisan bill supported by the entire Nevada delegation that would streamline permitting in the Apex Industrial Park in North Las Vegas to encourage new business development and economic growth.

Specifically, the legislation authorizes the Secretary of the Interior to grant utility and transportation rights-of-way to the Apex Industrial Park Owners Association, the city of North Las Vegas, and Clark County for electric, power, water, natural gas, telephone, railroad, or highway facilities.

Congress created the Apex Industrial Park in 1989 by authorizing the sale of roughly 21,000 acres of Bureau of Land Management land to Clark County, Nevada, to establish a new area to attract businesses and create jobs.

While the original law directed BLM to issue utility and transportation rights-of-way for Apex, businesses seeking to start construction or expand operations currently face a complicated permitting process. The delayed installation of utilities has stalled the growth of existing businesses in the Apex area. Additionally, the prolonged permitting process deters new investment and hinders economic development in North Las Vegas.

Removing bureaucratic delays by the Federal Government is necessary for the growth and prosperity of North Las Vegas.

Mr. Speaker, I thank Representative HORSFORD and the entire Nevada delegation for their work on this issue. I support the bill, and I reserve the balance of my time.

Ms. HOYLE of Oregon. Mr. Speaker, I yield myself such time as I may consume.

I rise today in strong support of H.R. 618, the Apex Area Technical Corrections Act, a forward-looking bill by my colleague Representative HORSFORD that will strengthen economic opportunity and improve land management in southern Nevada.

This bill would update the Apex Project, Nevada Land Transfer and Authorization Act of 1989 to provide the city of North Las Vegas and the Apex Industrial Park Owners Association with improved access and management authority in the Apex Industrial Park.

The Apex Industrial Park is a critical driver of job creation, logistics, and advanced manufacturing in southern Nevada and the critical update provided by this bill would open the door to more efficient growth, infrastructure investment, and regional coordination.

This bill reflects how modern public-private partnerships should work, by empowering local governments and stakeholders to align Federal resources with local needs.

The bill would maintain full compliance with Federal environmental standards, including NEPA and FLPMA, ensuring that responsible growth and environmental stewardship go hand in hand.

Finally, the bill would simplify mineral sales during land grading, cutting delays when competition is not feasible while protecting Federal interests and upholding transparency.

This is exactly how Congress should tap into the potential of utilizing Federal lands and resources to support local communities. There has been a transparent process with multiple hearings and significant stakeholder engagement.

This is the way the legislative process should work, and I thank Representative HORSFORD and Representative LEE for leading the effort, along with the support of Representative TITUS. I know their constituents back home in Nevada appreciate all the hard work and effort that has gone into this bill.

Mr. Speaker, I urge my colleagues to support this commonsense bill, and I reserve the balance of my time.

Mr. WESTERMAN. Mr. Speaker, I am prepared to close, and I reserve the balance of my time.

Ms. HOYLE of Oregon. Mr. Speaker, I yield such time as he may consume to the gentleman from Nevada (Mr. HORSFORD), the sponsor of the bill.

Mr. HORSFORD. Mr. Speaker, I rise in support of my bill, H.R. 618. I thank Ms. HOYLE, the floor manager for the committee as well as the chairman, for the courtesy.

In 1989, Congress enacted the Apex Project, Nevada Land Transfer and Authorization Act, directing the sale of 21,000 acres of Federal land to Clark County for the establishment of the Apex Industrial Area.

This law permits only the Bureau of Land Management and Clark County to issue utility and transportation rights-of-way.

Originally, Clark County had this authorization in order to make the permitting process shorter. In recent years, however, the city of North Las Vegas and the Apex Industrial Owners Association primarily manage the site, not Clark County.

The result is that this law has had the opposite effect and leads to a longer permitting process for businesses that need to construct sewer, gas, and power, as well as broadband infrastructure.

Amending the Apex Project, Nevada Land Transfer and Authorization Act to include the city of North Las Vegas and the Apex Area Industrial Owners Association as permittees would allow the original congressional intent of expediting the permitting process to be fulfilled.

H.R. 618 is an extremely simple fix to a complex problem that plagues Apex and causes major slowdowns at the Southern Nevada Bureau of Land Management and stifles economic growth in the county.

I thank Chairman WESTERMAN, Ranking Member JARED HUFFMAN as well as Representative HOYLE and the rest of the Natural Resources Committee for allowing this measure to pass through committee and to come to the floor.

Mr. Speaker, I ask that all Members support this legislation on economic development, expediting the permitting process, and ensuring that the lands in our community are decided by the residents who use them.

Ms. HOYLE of Oregon. Mr. Speaker, I urge my colleagues to support the legislation, and I yield back the balance of my time.

Mr. WESTERMAN. Mr. Speaker, this legislation would support economic growth, create jobs, and attract new businesses to North Las Vegas by streamlining permitting and cutting Federal red tape. I commend Representative HORSFORD on this bill, and I urge its adoption.

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 Arkansas (Mr. WESTERMAN) that the House suspend the rules and pass the bill, H.R. 618, 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.

REVERSIONARY INTEREST CONVEYANCE ACT

Mr. WESTERMAN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 952) to convey the reversionary interest of the United States in certain land in Sacramento, California.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 952

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 “Reversionary Interest Conveyance Act”.

SEC. 2. CONVEYANCE OF UNITED STATES INTEREST IN CERTAIN LAND.

(a) DEFINITIONS.—In this section:

(1) COVERED LAND.—The term “covered land” means the approximately 8.43 acres of land under the administrative jurisdiction of the Bureau of Land Management in Sacramento, California, as generally depicted as “Proposed Easements to be Released” on the map titled “Lands Proposed for Release from Any and All Reversionary Interests of the United States, including interests under the Act of July 1, 1862 (12 Stat. 489)”, dated November 7, 2022.

(2) BUYER.—(A) The term “buyer” means the owner of record of any of the parcels included in the covered land at the time of the requested conveyance.

(B) Buyer may only request and purchase the covered land’s reversionary interest for the parcels of which the owner is the owner of record at the time of request.

(3) REVERSIONARY INTEREST.—The term “reversionary interest” means all rever-

sionary interests of the United States in the covered land.

(4) SECRETARY.—The term “Secretary” means the Secretary of the Interior, acting through the Bureau of Land Management.

(b) CONVEYANCE.—Not later than two years after the Secretary receives a request from the buyer, the Secretary shall offer to the buyer the applicable reversionary interest subject to the requirements in subsection (c), and shall convey the lands to buyer upon payment of the appraised value.

(c) REQUIREMENTS.—Any conveyance under this section—

(1) shall be subject to valid existing rights; and

(2) shall be for not less than fair market value.

(d) PAYMENT OF FAIR MARKET VALUE.—The Secretary shall determine the fair market value of the applicable reversionary interest—

(1) in accordance with the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1701 et seq.); and

(2) based on an appraisal that is conducted in accordance with—

(A) the Uniform Appraisal Standards for Federal Land Acquisitions; and

(B) the Uniform Standards of Professional Appraisal Practice.

(e) COSTS.—In addition to the fair market value determined under subsection (d), the buyer shall pay all costs related to the applicable conveyance of the reversionary interest, including all surveys, appraisals, and other administrative costs.

(f) PROCEEDS FROM THE SALE OF LAND.—The proceeds from the sale of the applicable reversionary interest shall be—

(1) deposited in the Federal Land Disposal Account established by section 206(a) of the Federal Land Transaction Facilitation Act (43 U.S.C. 2305(a)); and

(2) used in accordance with that Act.

SEC. 3. STATUTORY CONSTRUCTION.

Nothing in this Act shall—

(1) diminish the right-of-way associated with the covered land in section 2 to a width of less than 50 feet on each side of the center of the main track or tracks established and maintained by the Southern Pacific Transportation Company on the date of the enactment of this Act; or

(2) validate or confirm any right or title to, or interest in the land referred to in section 2 arising out of adverse possession, prescription, or abandonment, and not confirmed by conveyance made by the Southern Pacific Transportation Company before the date of the enactment of this Act.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Arkansas (Mr. WESTERMAN) and the gentlewoman from Oregon (Ms. HOYLE) each will control 20 minutes.

The Chair recognizes the gentleman from Arkansas.

GENERAL LEAVE

Mr. WESTERMAN. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous material on H.R. 952, the bill now under consideration.

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

There was no objection.

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

Mr. Speaker, I rise today in support of Representative MATSUI’s bill, the

Reversionary Interest Conveyance Act. This legislation previously passed the House by voice vote last December.

This bill resolves the stubborn property law issue afflicting a small parcel of land in California. The current owners of an eight-acre property in Sacramento recently discovered a reversionary interest on their land, which a railroad company originally conveyed. The reversionary interest, which dates back to the days of the transcontinental railroad in the 19th century, requires the land to revert to ownership by the United States since it is no longer used for railroad purposes. Because of this outdated encumbrance, the owners of this property are limited in their ability to develop or sell the land.

The Bureau of Land Management, which would inherit the property through the reversion, does not want to manage the land in question. Since the agency can’t extinguish the reversionary interests unilaterally, the BLM has encouraged Congress to address the issue through legislation.

H.R. 952 would resolve this conflict by requiring the Bureau of Land Management to convey the reversionary interest to the private landowners for fair market value. This bill will free up the land for economic development and prevent further Federal interference. It is a good governance bill that supports the local community, encourages economic development, and reduces the burden on the Federal Government.

Mr. Speaker, I thank Representative MATSUI for this effort on behalf of her constituents. I support this bill and reserve the balance of my time.

Ms. HOYLE of Oregon. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of the Reversionary Interest Conveyance Act, introduced by my colleague from California, Representative MATSUI.

This legislation would authorize the conveyance of certain reversionary interests in approximately 8.43 acres administered by the Bureau of Land Management in Sacramento.

Development at this site is currently hindered by reversionary interest that dates back to the 19th century. The original conveyance of this land from the Federal Government stipulated that it must be used for specific stated purposes or ownership would revert back to the United States.

Lands with reversionary interests like these have what is called a clouded title, which limits allowable uses and development. In this case, the reversionary interests originate from the initial conveyance that provided public land for railroad purposes in the 19th century.

Making matters worse, the land changed hands over the years eventually without the knowledge of this requirement.

This bill would finally clear up the landownership by resolving the Federal Government’s ownership claims in