

arbitrarily separated from their tribal community.

In 2002 I co-sponsored H.R. 3476 to protect the ancestral land of Great Oak Ranch because I understand the significance of these sites to both the tribe and the surrounding community.

In preserving these lands we show that we are aware of our Congressional responsibility to ensure that archaeological, historical, and cultural sites from America's Native American heritage are not taken from future generations.

We must continue the work begun today to restore and strengthen our awareness of America's rich Native American history.

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

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

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Colorado (Mrs. MUSGRAVE) that the House suspend the rules and pass the bill, H.R. 3507.

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.

**ALLOWING USE OF CERTAIN
ROADS WITHIN DELAWARE
WATER GAP NATIONAL RECREATION AREA**

Mrs. MUSGRAVE. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3721) to amend the Omnibus Parks and Public Lands Management Act of 1996 to allow certain commercial vehicles to continue to use Route 209 within Delaware Water Gap National Recreation Area and to allow the National Park Service to continue to collect fees from those vehicles, and for other purposes, as amended.

The Clerk read as follows:

H.R. 3721

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

SECTION 1. USE OF CERTAIN ROADS WITHIN DELAWARE WATER GAP.

Section 702 of Division I of the Omnibus Parks and Public Lands Management Act of 1996 (Public Law 104-333; 110 Stat. 4185) is amended—

(1) by striking "2005" and inserting "2015, or whenever a feasible alternative exists, whichever comes first," each place it appears; and

(2) by amending the last sentence in subsection (c)(2) to read as follows: "Such fee shall be set to fully cover the cost of operation of the road, but not to exceed \$40 per trip."

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

The Chair recognizes the gentlewoman from Colorado (Mrs. MUSGRAVE).

GENERAL LEAVE

Mrs. MUSGRAVE. 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 the bill under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Colorado?

There was no objection.

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

H.R. 3721, introduced by the gentleman from Pennsylvania (Mr. SHERWOOD) and amended by the Resources Committee, would amend the Omnibus Parks and Public Lands Management Act of 1996 to continue to permit certain commercial vehicles to utilize Route 209 within the Delaware Water Gap National Recreation Area in Pennsylvania as well as allow the National Park Service to continue to collect fees from these vehicles.

Since 1996, this route has become an increasingly important north-south artery connecting the two northeast Pennsylvania towns of Milford and Stroudsburg. While an alternate routes does exist outside the Recreation Area, the fact is that the route transverses a much more mountainous region and thus takes more time and is more dangerous, especially during the winter months. I urge adoption of the bill.

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

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

Mr. Speaker, the majority has again already explained the purpose of H.R. 3721, which deals with truck traffic on a park road within the Delaware Water Gap National Recreation Area. The Congress has dealt with this issue on three different occasions in the past. It is our hope that this will be the last time we will need to address this subject.

Mr. Speaker, we have no objection to its adoption as amended by the House today.

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

Mrs. MUSGRAVE. Mr. Speaker, I yield as much time as he may consume to the gentleman from Pennsylvania (Mr. SHERWOOD).

Mr. SHERWOOD. Mr. Speaker, I thank Chairman POMBO and Ranking Member RAHALL for working with me to get H.R. 3721 on the suspension calendar and considered in an expeditious fashion.

At the request of the National Park Service, I introduced H.R. 3721 which would extend for 10 years the current authority for commercial vehicle traffic through the Delaware Water Gap National Recreation Area along Route 209. All bordering counties and boroughs are supportive of the bill.

In supporting the bill, the National Park Service cites the continuing need for commercial vehicle traffic to travel through the park in a manner that protects park resources and visitors while also providing the Water Gap Rec-

reational Area the financial means for monitoring and enforcement of commercial use restrictions.

The bill is needed to continue a program that has worked for the Park Service and the community surrounding the Water Gap National Recreation Area for over 20 years. The fee collection system resolved the potential problems raised when the 21-mile segment of U.S. Route 209 was transferred to Park Service control. The system allows limited commercial vehicle access, and the tolls allow the Park Service to monitor the road without using regular operation and maintenance budgets.

Authorization for the program was done in 10-year increments. The most recent 10-year increment authorization expired September 30. My bill would extend the authorization to September 30, 2015.

The current program has been in operation since 1983 and was largely successful until it started running a deficit. The main problem with the existing program is the lack of the ability for the park to adjust the fee schedule to cover the expense of operating the contact stations. This problem is resolved by authorizing the park superintendent to adjust fees as necessary to cover operating costs.

A reduction or elimination of commercial traffic is not feasible at this time as the commercial traffic continues to serve local businesses immediately adjacent to the park and is necessary for continued business operation within the area for another decade.

The management of U.S. Route 209, in accordance with this legislation, meets the goals of the park and is supported by the experience of the park, public sentiment, and economic analysis. On behalf of the National Park Service, I ask for your support for this legislation.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Colorado (Mrs. MUSGRAVE) that the House suspend the rules and pass the bill, H.R. 3721, 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.

**LAND EXCHANGES, TAHOE
NATIONAL FOREST, CALIFORNIA**

Mrs. MUSGRAVE. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3981) to authorize the Secretary of Agriculture to carry out certain land exchanges involving small parcels of National Forest System land in the Tahoe National Forest in the State of California, and for other purposes.

The Clerk read as follows: