

another parcel of land adjacent to the site.

The City of Cincinnati is very proud to be a steward of this national landmark and, as has been stated, the Taft historic site commemorates the birthplace of the only man who served as both President of the United States and as Chief Justice of the United States Supreme Court and that is Cincinnati's son, William Howard Taft.

During his distinguished career, William Howard Taft served as a Federal judge, as President McKinley's appointee as Governor of the Philippines, as President Theodore Roosevelt's Secretary of War, and in 1909 was sworn in as the 27th President of the United States. In 1921, President Warren Harding appointed him as Chief Justice of the United States Supreme Court.

The House where President Taft was born has been restored to its original appearance and visitors to the site are treated to a tour of the home, including four period rooms that reflect family life during President Taft's boyhood. The home also includes educational exhibits highlighting the 27th President's life and career, and the Taft Education Center which houses classrooms for visiting school children.

Mr. Speaker, thousands of Americans enjoy visiting the William Howard Taft historic site each year. I would urge students of American history to take advantage of this wonderful opportunity when they visit our great city of Cincinnati sometime, we hope, in the near future. I want to again thank the gentleman from Ohio (Mr. PORTMAN) who has been a great leader in this House on many other very, very important pieces of legislation for his hard work on this issue. I urge my colleagues to support the legislation.

Mr. JONES of North Carolina. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from North Carolina (Mr. JONES) that the House suspend the rules and pass the bill, H.R. 1000, 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.

AMENDING NATIONAL TRAILS SYSTEM ACT

Mr. JONES of North Carolina. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 37) to amend the National Trails System Act to update the feasibility and suitability studies of 4 national historic trails and provide for possible additions to such trails, as amended.

The Clerk read as follows:

H.R. 37

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

SECTION 1. REVISION OF FEASIBILITY AND SUITABILITY STUDIES OF EXISTING NATIONAL HISTORIC TRAILS.

The National Trails System Act is amended by inserting after section 5 (16 U.S.C. 1244) the following new section:

“SEC. 5A. REVISION OF FEASIBILITY AND SUITABILITY STUDIES OF EXISTING TRAILS FOR POSSIBLE TRAIL EXPANSION.

“(a) IN GENERAL.—

“(1) DEFINITIONS.—In this section:

“(A) ROUTE.—The term ‘route’ includes a trail segment commonly known as a cutoff.

“(B) SHARED ROUTE.—The term ‘shared route’ means a route that was a segment of more than one historic trail, including a route shared with an existing national historic trail.

“(2) STUDY REQUIREMENTS AND OBJECTIVES.—The study requirements and objectives specified in section 5(b) shall apply to a study required by this section. The study shall also assess the effect that designation of the studied route as a component of an existing national scenic trail or national historic trail may have on private property along the proposed route.

“(3) COMPLETION AND SUBMISSION OF STUDY.—A study listed in this section shall be completed and submitted to the Congress not later than three complete fiscal years from the date of the enactment of this section, or from the date of the enactment of the addition of the study to this section, whichever is later.

“(4) IMPLEMENTATION OF STUDY RESULTS.—Upon completion of a study required by this section, if the Secretary conducting the study determines that a studied route is a feasible and suitable addition to the existing national scenic trail or national historic trail that was the subject of the study, the Secretary shall designate the route as a component of that national scenic trail or national historic trail. The Secretary shall publish notice of the designation in the Federal Register.

“(b) OREGON NATIONAL HISTORIC TRAIL.—

“(1) STUDY REQUIRED.—The Secretary of the Interior shall undertake a study of the routes of the Oregon Trail listed in paragraph (2) and generally depicted on the map entitled ‘Western Emigrant Trails 1830/1870’ and dated 1991/1993, and of such shared routes that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the Oregon National Historic Trail.

“(2) COVERED ROUTES.—The routes to be studied under paragraph (1) are the following:

“(A) Whitman Mission route.

“(B) Upper Columbia River.

“(C) Cowlitz River route.

“(D) Meek cutoff.

“(E) Free Emigrant Road.

“(F) North Alternate Oregon Trail.

“(G) Goodale’s cutoff.

“(H) North Side alternate route.

“(I) Cutoff to Barlow Road.

“(J) Naches Pass Trail.

“(c) PONY EXPRESS NATIONAL HISTORIC TRAIL.—The Secretary of the Interior shall undertake a study of the approximately 20-mile southern alternative route of the Pony Express Trail from Wathena, Kansas, to Troy, Kansas, and such shared routes that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the Pony Express National Historic Trail.

“(d) CALIFORNIA NATIONAL HISTORIC TRAIL.—

“(1) STUDY REQUIRED.—The Secretary of the Interior shall undertake a study of the Missouri

Valley, central, and western routes of the California Trail listed in paragraph (2) and generally depicted on the map entitled ‘Western Emigrant Trails 1830/1870’ and dated 1991/1993, and of such shared Missouri Valley, central, and western routes that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the California National Historic Trail.

“(2) COVERED ROUTES.—The routes to be studied under paragraph (1) are the following:

“(A) MISSOURI VALLEY ROUTES.—

“(i) Blue Mills—Independence Road.

“(ii) Westport Landing Road.

“(iii) Westport—Lawrence Road.

“(iv) Fort Leavenworth—Blue River route.

“(v) Road to Amazonia.

“(vi) Union Ferry Route.

“(vii) Old Wyoming—Nebraska City cutoff.

“(viii) Lower Plattsburgh Route.

“(ix) Lower Bellevue Route.

“(x) Woodbury cutoff.

“(xi) Blue Ridge cutoff.

“(xii) Westport Road.

“(xiii) Gum Springs—Fort Leavenworth route.

“(xiv) Atchison/Independence Creek routes.

“(xv) Fort Leavenworth—Kansas River route.

“(xvi) Nebraska City cutoff routes.

“(xvii) Minersville—Nebraska City Road.

“(xviii) Upper Plattsburgh route.

“(xix) Upper Bellevue route.

“(B) CENTRAL ROUTES.—

“(i) Cherokee Trail, including splits.

“(ii) Weber Canyon route of Hastings cutoff.

“(iii) Bishop Creek cutoff.

“(iv) McAuley cutoff.

“(v) Diamond Springs cutoff.

“(vi) Secret Pass.

“(vii) Greenhorn cutoff.

“(viii) Central Overland Trail.

“(C) WESTERN ROUTES.—

“(i) Bidwell—Bartleson route.

“(ii) Georgetown/Dagget Pass Trail.

“(iii) Big Trees Road.

“(iv) Grizzly Flat cutoff.

“(v) Nevada City Road.

“(vi) Yreka Trail.

“(vii) Henness Pass route.

“(viii) Johnson cutoff.

“(ix) Luther Pass Trail.

“(x) Volcano Road.

“(xi) Sacramento—Coloma Wagon Road.

“(xii) Burnett cutoff.

“(xiii) Placer County Road to Auburn.

“(e) MORMON PIONEER NATIONAL HISTORIC TRAIL.—

“(1) STUDY REQUIRED.—The Secretary of the Interior shall undertake a study of the routes of the Mormon Pioneer Trail listed in paragraph (2) and generally depicted on the map entitled ‘Western Emigrant Trails 1830/1870’ and dated 1991/1993, and of such shared routes that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the Mormon Pioneer National Historic Trail.

“(2) COVERED ROUTES.—The routes to be studied under paragraph (1) are the following:

“(A) 1846 Subsequent routes A and B (Lucas and Clarke Counties, Iowa).

“(B) 1856–57 Handcart route (Iowa City to Council Bluffs)

“(C) Keokuk route (Iowa).

“(D) 1847 Alternative Elkhorn and Loup River Crossings in Nebraska.

“(E) Fort Leavenworth Road; Ox Bow route and alternates in Kansas and Missouri (Oregon and California Trail routes used by Mormon emigrants).

“(F) 1850 Golden Pass Road in Utah.

“(f) SHARED CALIFORNIA AND OREGON TRAIL ROUTES.—

“(1) STUDY REQUIRED.—The Secretary of the Interior shall undertake a study of the shared

routes of the California Trail and Oregon Trail listed in paragraph (2) and generally depicted on the map entitled 'Western Emigrant Trails 1830/1870' and dated 1991/1993, and of such other shared routes that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as shared components of the California National Historic Trail and the Oregon National Historic Trail.

“(2) COVERED ROUTES.—The routes to be studied under paragraph (1) are the following:

“(A) St. Joe Road.

“(B) Council Bluffs Road.

“(C) Sublette cutoff.

“(D) Applegate route.

“(E) Old Fort Kearny Road (Oxbow Trail).

“(F) Childs cutoff.

“(G) Raft River to Applegate.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from North Carolina (Mr. JONES) and the gentlewoman from the Virgin Islands (Mrs. CHRISTENSEN) each will control 20 minutes.

The Chair recognizes the gentleman from North Carolina (Mr. JONES).

□ 1030

Mr. JONES of North Carolina. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 37, introduced by the gentleman from Nebraska (Mr. BEREUTER), would amend the National Trails System Act to authorize the Secretary of Interior to study a number of specific routes and cutoff trails that may be suitable and appropriate for designation as components of the Oregon National Historic Trail; second, the California National Historic Trail; third, The Pony Express National Historic Trail; and, fourth, the Mormon Pioneer National Historic Trail.

Since these four trails were established in the 1970s, dozens of additional routes and cutoffs have been identified that may qualify as integral parts of these trails. After determining that the additions or cutoff trails are suitable, the Secretary would designate the routes and cutoff trails as components of these four national trails.

Mr. Speaker, no condemnation of private lands or Federal leases are to be contemplated for any of these routes to these trails.

The bill is not controversial. It is supported by both the majority and the minority and the administration, and at the proper time I urge an aye vote on 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, H.R. 37 would amend the National Trails System Act to update previously-completed studies of the Oregon, California, Pony Express and Mormon National Historic Trails. There have been public and private efforts to commemorate and interpret the history and resources of these historic trails. These preservation efforts

have spawned additional research on the trails that has indicated there may be additional routes and cutoffs associated with each of these trails which merit designation as a segment of the existing national historic trail.

The purpose of H.R. 37 is to examine those additional routes and cutoffs that were not considered in the initial studies of these trails to determine whether they do, in fact, merit historic trail designation.

A hearing on H.R. 37 was held in April, at which time we received favorable testimony on this matter from the administration, as well as public witnesses. At the full Committee on Resources markup of H.R. 37 in May, a technical and conforming amendment to the bill was adopted by voice vote.

Mr. Speaker, we support the amended bill and favor the passage of H.R. 37 by the House today.

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

Mr. JONES of North Carolina. Mr. Speaker, I yield 5 minutes to the gentleman from Nebraska (Mr. BEREUTER), the sponsor of this legislation.

Mr. BEREUTER. Mr. Speaker, this Member, of course, is in strong support of H.R. 37, a bill this Member introduced on January 3 of this year. This Member also introduced similar legislation in the 106th Congress.

I would begin by commending the distinguished gentleman from Colorado (Mr. HEFLEY), the chairman of the Subcommittee on National Parks, Recreation and Public Lands; the distinguished gentlewoman from the Virgin Islands (Mrs. CHRISTENSEN), the ranking member of the subcommittee, the distinguished gentleman from Utah (Mr. HANSEN), the chairman of the Committee on Resources; and the distinguished gentleman from West Virginia (Mr. RAHALL), the ranking member of the Committee on Resources, for their work in bringing this legislation to the floor. I might say to my colleague, the gentleman from North Carolina (Mr. JONES), I thank him for managing this legislation.

The bill is necessary and should be noncontroversial. It is a straightforward effort to provide a one-time feasibility study updating the background for the four national historic trails, the Oregon, the California, Mormon and Pony Express trails. The measure simply recognizes the fact that there are additional routes and cutoffs which may deserve inclusion in the National Trails System.

During the update period, the National Park Service will work with the appropriate trails groups and other interested parties to develop information on any new segment of trail in an effort to determine if it meets the criteria for addition to the system. No condemnation of private lands, as indicated by the gentleman from North Carolina (Mr. JONES), or Federal leases

is to be contemplated to add any of these routes to the trails.

Although the National Park Service is supportive of efforts to examine additional routes, it has determined that legislation is needed to be provided to it, such as this authorization legislation, and that is the purpose of H.R. 37.

All four trails covered in this legislation were instrumental in opening the American West, but each has its own unique story to tell. The California Trail enabled 70,000 people to follow their dream to the Golden State. In 1848 and 1850, the Oregon Trail made it possible for fur traders, settlers and others to reach the Pacific Northwest; and although it lasted only 18 months, the Pony Express achieved a cherished role in American lore. Its daring riders, which included Buffalo Bill Cody and Wild Bill Hickok, were able to deliver the mail from St. Joseph, Missouri, to Sacramento, California, in 10 days.

The Mormon Pioneer Trail allowed the church members an opportunity to head West in search of religious freedom. These trails all follow at least part of the Platte River and Nebraska is proud to have as one of its nicknames the Historic Trail State. Many used the route through Nebraska to reach their goal further West. Those with more foresight decided to settle in Nebraska.

This Member is pleased to note that during the 102nd Congress, he introduced the legislation which was enacted to designate the California National Historic Trail and the Pony Express National Historic Trail as components of the National Trails System.

The bill being discussed today will build on that effort and enable even greater recognition of the contributions made by these bold and courageous pioneers. Those that used the trails endured hardships that are difficult to imagine. They survived hazards such as wild animals, blizzards and floods, as well as scarcity and disease.

To those who bravely made it to their destination but those who died along the way, we owe a debt of gratitude. This Member believes that H.R. 37 will help to give the proper recognition to the many historic and heroic individuals who played such an important role in settling the American West.

Mr. Speaker, this Member would like to take this opportunity to express his appreciation to the many dedicated volunteers who have been so supportive of these national trails. Particularly, this Member would like to thank Bill and Jeanne Watson with the Oregon-California Trail Association; Pat Hearty with the Pony Express Trail Association; Ron Anderson with the Mormon Trail Association; and Loren Horton with the Iowa Mormon Trail Association.

The efforts to preserve and provide recognition of these trails is truly a

grass-roots labor of love involving thousands of individuals. By the way, they are also involved in some of the upkeep responsibilities as volunteers.

Mr. Speaker, this Member urges his colleagues to support H.R. 37.

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

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

The SPEAKER pro tempore (Mr. SUNUNU). The question is on the motion offered by the gentleman from North Carolina (Mr. JONES) that the House suspend the rules and pass the bill, H.R. 37, 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.

SANTA MONICA MOUNTAINS NATIONAL RECREATION AREA BOUNDARY ADJUSTMENT ACT

Mr. JONES of North Carolina. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 640) to adjust the boundaries of Santa Monica Mountains National Recreation Area, and for other purposes, as amended.

The Clerk read as follows:

H.R. 640

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 "Santa Monica Mountains National Recreation Area Boundary Adjustment Act".

SEC. 2. BOUNDARY ADJUSTMENT.

Section 507(c) of the National Parks and Recreation Act of 1978 (92 Stat. 3501; 16 U.S.C. 460kk) establishing Santa Monica Mountains National Recreation Area is amended—

(1) in paragraph (1), by striking "Boundary Map, Santa Monica Mountains National Recreation Area, California, and Santa Monica Mountains Zone", numbered SMM-NRA 80,000, and dated May 1978" and inserting "Santa Monica Mountains National Recreation Area and Santa Monica Mountains Zone, California, Boundary Map", numbered 80,047, and dated February 2001"; and

(2) by adding the following sentence after the third sentence of paragraph (2)(A): "Lands within the 'Wildlife Corridor Expansion Zone' identified on the boundary map referred to in paragraph (1) may be acquired only by donation or with donated funds.'"

SEC. 3. TECHNICAL CORRECTIONS.

Section 507 of the National Parks and Recreation Act of 1978 (92 Stat. 3501; 16 U.S.C. 460kk) establishing Santa Monica Mountains National Recreation Area is amended—

(1) in subsection (c)(1), by striking "Committee on Natural Resources" and inserting "Committee on Resources";

(2) in subsection (c)(2)(B), by striking "of certain" in the first sentence and inserting "certain"; and

(3) in subsection (n)(5), by striking "laws" in the second sentence and inserting "laws.".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from

North Carolina (Mr. JONES) and the gentleman from the Virgin Islands (Mrs. CHRISTENSEN) each will control 20 minutes.

The Chair recognizes the gentleman from North Carolina (Mr. JONES).

Mr. JONES of North Carolina. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 640, introduced by the gentleman from California (Mr. GALLEGLY), would adjust the boundary of the Santa Monica Mountains National Recreation area by adding 3,700 acres of public and private lands to enhance a wildlife corridor and protect a key watershed between the Simi Hills and the Santa Monica Mountains across the 101 Freeway in Southern California.

Most of the acreage that would be added to the National Recreation Area will be transferred from the Santa Monica Mountain Conservancy, a State agency, to the National Park Service. The balance of land will include developed residential areas from within the cities of Saratoga Hills and Agoura Hills, as well as land from the County of Los Angeles.

Unlike many park units where lands within the authorized boundaries are almost entirely in Federal ownership, there exists an extremely complex mosaic of publicly- and privately-owned lands within the Santa Monica Mountains National Recreation Area.

The superintendent of the National Recreation Area assured members of the Committee on Resources that the National Park Service has not and will not regulate land use on private or non-Federal lands within the park boundary.

The bill is supported by the majority and the minority and the administration. At the proper time, I urge an aye vote on this 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 Santa Monica Mountains National Recreation Area includes more than 150,000 acres between Los Angeles and the Pacific Coast. It is the largest urban unit of the National Park System, including five area codes and 26 zip codes.

H.R. 640 would adjust the boundary of the recreation area to include an additional 3,697 acres. The purpose of the addition is to facilitate wildlife migration between the Santa Monica Mountains and several mountain regions in the north. Some have expressed concern that the addition of this acreage would place a number of parcels of private property within the boundary of NRA. It should be noted that such concerns are completely unwarranted since inclusion of private property within a federally-designated boundary does not alter the owner's private property rights in any way.

In this particular instance, the relevant property owners are aware of the proposed boundary change and no opposition to the measure has developed. This is not surprising, given that the area last operated smoothly for years with thousands of private property owners living within the boundaries.

We join our colleagues and the administration in supporting this legislation.

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

Mr. JONES of North Carolina. Mr. Speaker, I yield 3 minutes to the gentleman from California (Mr. GALLEGLY), the sponsor of this legislation.

Mr. GALLEGLY. Mr. Speaker, I want to thank my good friend, the gentleman from North Carolina (Mr. JONES), for giving me the time this morning. I would also like to thank the chairman of the Committee on Resources, the gentleman from Utah (Mr. HANSEN), for moving H.R. 640 through the committee and placing it on the schedule this morning.

Mr. Speaker, the Santa Monica Mountains Recreation Area stretches from West Hollywood in Los Angeles County to Point Mugu in my district in Ventura County. It was established in 1978 and is managed by the National Park Service. Twenty-six distinct natural communities make their home there, from freshwater aquatic habitats to the oak woodlands. It is a critical haven for more than 450 animal species, including the Golden Eagle.

It is considered unique among the National Park Service's holdings and is easily accessible to over 12 million people living in Ventura and Los Angeles Counties.

This bill, which I introduced with my good friend and colleague, the gentleman from California (Mr. SHERMAN), would adjust the boundaries of the Santa Monica Mountains Recreation Area to enhance and protect the principal wildlife corridor between the Simi Hills in my district and the Santa Monica Mountains in the district of the gentleman from California (Mr. SHERMAN).

It adds nearly 3,700 acres of publicly and privately held lands to the recreation area at no cost to the taxpayer. Of that, 2,797 acres donated to the Santa Monica Mountains Conservancy, a State agency, will be transferred to the Park Service. Another 570 acres is publicly- and privately-owned open space. The rest is about 330 acres and is comprised of developed residential areas in the cities of Calabasas and Agoura Hills.

I want to stress that the recreation area designation would have no impact on the ability for either the cities or private owners to develop their land according to the applicable State laws and local ordinances. It does, however, give property owners greater access to