

Camp Nelson was founded in 1863 as a Union Army supply depot, training center, and hospital for the Federal Armies in Kentucky and Tennessee. The camp, located in southern Jessamine County, Kentucky, covered 4,000 acres, with over 300 buildings and fortifications. It housed 2,000 to 8,000 troops, over 1,000 civilian employees, and, after 1864, over 3,000 African American refugees. The existing site contains several important Civil War resources that demonstrate the cultural and historical themes prominent at the time.

The most significant aspect of Camp Nelson's history was its role as the third largest recruitment and training center for U.S. Colored Troops and home to many of their families. Because of its proximity to the Confederate States, African American men fled to Camp Nelson to enlist and escape slavery. Because the Emancipation Proclamation did not apply to Kentucky, a slaveholding border State not part of the Confederacy, Camp Nelson represented for a time the only avenue for Kentucky slaves to achieve emancipation.

□ 1715

By the time the 13th Amendment was ratified and ended slavery in 1865, 70 percent of Kentucky slaves had already been emancipated, largely in part because of the efforts made at Camp Nelson. Today, the site at Camp Nelson retains rich archeological evidence, including several earthen fortifications and other original landscape features dating back to the Civil War encampment.

Camp Nelson is recognized as a National Historic Landmark, a key requirement in the process of being included as a unit of the National Park System. It is also part of the Civil War Discovery Trail and the National Underground Railroad Network to Freedom.

Additionally, Secretary of the Interior Ryan Zinke has recommended that this site become a national monument. I want to thank Secretary Zinke for his personal attention to this effort and for his support and recommending to the President designating Camp Nelson as part of the National Park Service.

Camp Nelson has proven its ability to unite the people not just of Jessamine County and the Commonwealth of Kentucky, but of the Nation as a whole. Even further, it has the potential to convey nationally significant information about the survival and persistence of African American soldiers and their families as they fought for their freedom.

Over the past few years, I have met with stakeholders and descendants of those who lived and worked at Camp Nelson. It is apparent that this site, based on their testimonies, is important not only to the history of the Commonwealth, but to the history of our Nation.

I would like to thank these local stakeholders who shared their stories

and educated me and my staff about the significant contributions of this historical site. Their advocacy and support effectively demonstrated the positive local sentiment about Camp Nelson.

Specifically, I would like to thank Reverend Robert Gates, Sr., the pastor of the historic First Baptist Church of Camp Nelson. His great-great-grandfather on his mother's side was the Sergeant Reverend Jesse Tull, Sr., who was a member of Company C, 119th U.S. Colored Infantry and made great contributions at Camp Nelson. Also, Reverend Moses Lee Radford, pastor of the Nicholasville First Baptist Church; the County Judge Executive David West; former County Judge Executive Cassidy, who was a major contributor to acquiring the land for the county and preserving the history there; Dr. Stephen McBride, director of interpretation and archeology at Camp Nelson Civil War Heritage Park; and Mrs. Mary Kozak, special projects director for Jessamine County, Kentucky, who has worked tirelessly for about 20 years preserving the history of Camp Nelson.

I also want to thank several others who contributed greatly to our efforts and assisted in gaining support for this effort, including Governor Matt Bevin; the Jessamine County Fiscal Court; the Lexington-Fayette NAACP chapter; the Jessamine Chamber of Commerce; the Kentucky Historical Society; and my colleague Congresswoman MARCIA FUDGE from Ohio, among others.

It is one of my goals in Congress to make Camp Nelson a place where the entire Nation can experience the rich history it has to offer and appreciate the amazing story it tells about the long march toward freedom for African Americans in Kentucky and beyond.

Mr. Speaker, I urge my colleagues to support this legislation.

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

Mr. Speaker, H.R. 5655 designates the Camp Nelson Heritage National Monument in Kentucky to preserve the historic resources of Camp Nelson and its role in the American Civil War.

Camp Nelson was founded and constructed by Major General Ambrose Burnside. The camp served as a supply depot for the Union Army during the Civil War and supported frontline efforts against the Confederacy. Camp Nelson was different from other military outposts because it was one of the largest recruitment and training centers for African American soldiers during the Civil War. In fact, thousands of slaves who fled to the camp with their families later enlisted to protect the freedoms we enjoy today.

Mr. Speaker, I support passage of this legislation. Having no further speakers, I yield back the balance of my time.

Mr. BISHOP of Utah. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, this, to me, is an important piece of legislation, not just for

the history of it, as an old history teacher, but this Camp Nelson is currently a county park known as the Camp Nelson Civil War Heritage Park. In 2008, it was added to the National Park Service's National Underground Railroad Network to Freedom. In 2013, it was designated as a National Historic Landmark.

More important than that, this is one of those areas which deserves to be a national monument, and what we are doing is the way national monuments should be created in this country. It has been an open process. We have had hearings. We have had open debate. There has been input from the local community. This is how Congress should be creating national monuments, not only now but in the future as well. So I am very grateful for that.

It is a bill that has been properly drafted and properly vetted, and we are going through the process in the way the Constitution required for Congress to make these kinds of designations. For that reason, I am extremely proud of this particular piece of legislation.

Mr. Speaker, I thank the gentleman from Kentucky for all the effort and the work he has put into doing this the right way. I urge my colleagues to support this particular measure.

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 Utah (Mr. BISHOP) that the House suspend the rules and pass the bill, H.R. 5655.

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. BISHOP of Utah. 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.

#### ROUTE 66 NATIONAL HISTORIC TRAIL DESIGNATION ACT

Mr. BISHOP of Utah. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 801) to amend the National Trails System Act to designate the Route 66 National Historic Trail, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 801

*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 "Route 66 National Historic Trail Designation Act".*

#### SEC. 2. DESIGNATION OF THE ROUTE 66 NATIONAL HISTORIC TRAIL.

*Section 5(a) of the National Trails System Act (16 U.S.C. 1244(a)) is amended by adding at the end the following:*

*"(31) ROUTE 66 NATIONAL HISTORIC TRAIL.—*

*"(A) IN GENERAL.—The Route 66 National Historic Trail, a trail that includes all the alignments of U.S. Highway 66 in existence between*

1926 and 1985, extending along a route of approximately 2,400 miles from Chicago, Illinois, to Santa Monica, California, as generally depicted on the map entitled 'Route 66 National Historic Trail, Proposed Route', numbered P26/141.279, and dated December 2017.

“(B) AVAILABILITY OF MAP.—The map described in subparagraph (A) shall be on file and available for public inspection in the appropriate offices of the National Park Service, Department of the Interior.

“(C) ADMINISTRATION.—The Route 66 National Historic Trail shall be administered by the Secretary of the Interior, acting through the Director of the National Park Service. Such administration shall be conducted in a manner that respects and maintains the idiosyncratic nature of the Route 66 National Historic Trail.

“(D) LAND ACQUISITION.—The United States may not acquire for the Route 66 National Historic Trail any land or interest in land—

“(i) outside the exterior boundary of any federally managed area without the consent of the owner of the land or interest in land; or

“(ii) that extends more than an average of one-quarter of a mile on either side of the trail.

“(E) NO BUFFER ZONE CREATED.—Nothing in this Act, the acquisition of the land or an interest in land authorized by this Act, or the management plan for the Route 66 National Historic Trail shall be construed to create buffer zones outside of the Trail. That activities or uses can be seen, heard, or detected from the acquired land shall not preclude, limit, control, regulate, or determine the conduct or management of activities or uses outside of the trail.

“(F) ENERGY.—Nothing in this Act, the acquisition of land or an interest in land authorized by this Act, or the management plan for the Route 66 National Historic Trail shall prohibit, hinder, or disrupt the development, production, or transmission of energy.

“(G) EMINENT DOMAIN OR CONDEMNATION.—In carrying out this Act, the Secretary of the Interior may not use eminent domain or condemnation.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Utah (Mr. BISHOP) and the gentleman from the Northern Mariana Islands (Mr. SABLON) 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 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 such time as he may consume to the gentleman from Illinois (Mr. LAHOOD), despite the fact that he used to be a member of our committee and abandoned us, for which he will never be forgiven.

Mr. LAHOOD. Mr. Speaker, as a former member of the Committee on Natural Resources, I want to thank the gentleman for his support, his assistance, and his friendship in helping to bring H.R. 801 to the floor here today.

Mr. Speaker, H.R. 801 is the Route 66 National Historic Trail Designation Act, and we are happy to have it here today on this floor. I also want to thank my friend and Democratic col-

league, Congresswoman GRACE NAPOLITANO of California, for introducing this legislation along with me. Through our combined efforts, we have successfully built strong bipartisan support for this particular bill.

I am proud to represent Illinois' 18th Congressional District in Congress, especially given its rich American history. H.R. 801 focuses on a small piece of that, Route 66, also commonly known or referred to as the Main Street of America or the Mother Road.

As many know, Route 66 spans eight States and runs from Illinois to California. Also of note, Route 66 will celebrate its 100th anniversary in 2026. In my district, Route 66 passes through places like Lexington, Illinois; Towanda; Bloomington-Normal; Atlanta; Lincoln; Elkhart; Springfield; and stretches into the northern part of our State near Chicago.

Route 66's impact on small, rural communities in Illinois and across the country cannot be understated. For example, both Atlanta, Illinois, and Springfield, Illinois, have benefited from the recent renewed emphasis on Route 66. In Atlanta, we have seen an increase in tourism to the area. As a result, we have had an increase in sales tax revenue. In Springfield, which is our State capital, we have seen revitalization in several parts of town.

These are just two examples, but I can say with confidence that the highway's significance has become a key driver of attracting both domestic and international tourism as well as local economic activity for the areas and States that many of us in Congress represent.

On any given day, you will find people flying into Chicago, into O'Hare Airport, and renting motorcycles or cars or getting on buses and driving along this iconic roadway through America.

It should also be known that the Federal Government already recognizes the importance of Route 66. The highway currently benefits from the National Park Service's Route 66 Corridor Preservation Program, but this program is scheduled to sunset in 2019.

My legislation, H.R. 801, is simple and straightforward and improves upon current efforts. If signed into law, it will designate Route 66 as a national historic trail, ensuring that the National Park Service will have the authority to assist and support States and local communities in preserving, promoting, and economically developing Route 66 for generations to come.

Importantly, in 1995, a Route 66 special resource study was conducted by the National Park Service, as authorized by Congress. The study determined that Route 66 meets the criteria in the National Trails System Act for designation as a national historic trail.

Mr. Speaker, I include in the RECORD 10 letters of support from Route 66 associations and organizations across the country which back the legislation.

OCTOBER 11, 2016.

Re Route 66: The Road Ahead Partnership

TO WHOM IT MAY CONCERN: I am pleased to write this letter of endorsement on behalf of the Route 66 Alliance in support of Route 66 being designated as a National Historic Trail.

The Route 66 Alliance, based in Tulsa, Oklahoma, is committed to the preservation and marketing of the entire 2,448 miles of historic Route 66. Its key role in the development of the United States is beyond question. And efforts in Tulsa have begun in earnest to highlight this iconic road, and the important role that Tulsa played in its development.

Recently, the Mayor of Tulsa established a Route 66 Commission to oversee the enhancement, development, visitor experience, and revitalization of the authentic Route 66, twenty-four miles of which pass through Tulsa County. This Commission, which I chair, is comprised of City Councilors, County Commissioners, business owners, Main Street Program directors, and other passionate supporters of the Mother Road, all committed to maintaining and enhancing this culturally significant treasure.

Since 1999, when the National Park Service established the Route 66 Corridor Preservation Program, tremendous progress has been made in revitalizing significant historic properties all along the road. This in turn has led to increased tourism, both national and international, as well as enhanced economic vitality in these communities.

Despite its reauthorization by Congress in 2009, the Route 66 Corridor Preservation Program is scheduled to sunset in 2019. Establishing Route 66 as a National Historic Trail will ensure a federal focus that will continue the work of the Route 66 Corridor Preservation Program for generations to come.

Thank you for your consideration.

Kind regards,

KEN BUSBY,  
Executive Director & CEO.

SEPTEMBER 19, 2016.

This letter is to indicate the National Historic Route 66 Federation's support for the designation of Route 66 as a National Historic Trail.

Beginning in the 1920s, Route 66 built a robust economy in the regions it passed through by serving the travelling public with restaurants, motels, gas stations, stores and entertainment. However, it was doomed by progress. In the mid 1950s, it began to be replaced by interstate highways. By the mid 1980s it was no longer a Federal highway. Motorists chose the multi-lane, high speed interstates over the two lane, slower speed highway, and numerous businesses—even entire towns—closed down.

Then, in 1999, the National Park Service created the Route 66 Corridor Preservation Program to revitalize and promote the historic road. This program has been an important catalyst for reinvigorating the Route 66 Corridor. It has resulted in the restoration of many historic properties, increased tourism and contributed to significant economic growth.

The continuation of these economic benefits may be in jeopardy, however. Despite its reauthorization by Congress in 2009, the Route 66 Corridor Preservation Program is scheduled to sunset in 2019.

Securing National Historic Trail designation will permanently ensure a federal focus on Route 66 that will continue the work of the Corridor Preservation Program. A Route 66 National Historic Trail will promote collaboration among the communities, businesses, non-profit organizations, and state

agencies to help ensure visitors have the best experience possible when traveling Route 66.

Sincerely,

DAVID KNUDSON,  
*Executive Director.*

OCTOBER 1, 2016.

The Route 66 Association of Illinois supports the designation of Route 66 as a National Historic Trail. This designation will provide much needed support to preserve the iconic features of Route 66 and maximize the benefits available to Heritage tourism.

In 1999 the National Park Service created the Route 66 Corridor Preservation Program to revitalize and promote this historic road. This program has been a significant catalyst for reinvigorating the Route 66 Corridor, and this has assisted with the domestic and international tourism destination.

Illinois has benefitted from 26 of these grants since 2001. These grants, totaling over \$248,000.00 were all matching grants that benefitted businesses and communities throughout the entire state.

The continuation of these economic benefits is in jeopardy. The Route 66 Corridor Preservation Program is scheduled to sunset (end) in 2019. Securing the National Historic Trail designation will permanently ensure a federal focus on Route 66 that will continue the work of The Corridor Preservation program. A Route 66 National Historic Trail will promote collaboration among the communities, non-profit organizations, and state agencies that help ensure visitors have the best experience possible when traveling Route 66 to discover America. The National Trail will provide a cohesive experience along the route, assisted by the individual state associations and byway programs.

The Route 66 Association of Illinois strongly supports this designation.

CATHIE STEVANOVICH,  
*President, Route 66 Association of Illinois.*

ROUTE 66 ASSOCIATION OF MISSOURI,  
*February 6, 2017.*

The Route 66 Association of Missouri supports the designation of Route 66 as a National Historic Trail at this time but reserves the right to amend our decision when other details become available. This designation will provide much needed support to preserve the iconic features of 66 and maximize the benefits available through heritage tourism.

Route 66 has served as an economic engine since the 1920s. It brought significant commerce in serving the travelling public with restaurants, motels, gas stations, and merchandise. Unfortunately, it was eventually replaced with the interstate system. As a result, many communities, businesses, attractions, and individuals suffered economic loss. In 1999 Congress created the Corridor Preservation Program to help revitalize and promote this historic road. This program has been a significant catalyst for reinvigorating Route 66, helping reinvent the road as a domestic and international tourism destination.

The Route 66 Corridor Preservation Program is scheduled to sunset in 2019. Securing National Historic Trail designation will permanently ensure a Federal focus on Route 66 that will help preserve and promote Route 66 and its historic role in developing America through strong partnerships between the National Park Service and the communities, non-profit organizations, and state organizations along this important historic road."

National Historic Trail designation for Route 66 will be of significant economic and cultural benefit. Accordingly, the Route 66 Association of Missouri supports the des-

ignation of Route 66 as a National Historic Trail.

Sincerely,

TOMMY G. PIKE,  
*President.*

SEPTEMBER 20, 2016.

The Kansas Historic Route 66 Association supports the designation of Route 66 as a National Historic Trail. This designation will provide much needed support to preserve the iconic features of Route 66 and maximize the benefits available through heritage tourism.

Route 66 has served as a true economic engine since the 1920s. First it brought significant commerce in serving the travelling public with restaurants, motels, gas stations, and merchandise. Unfortunately, it was soon replaced with the interstate system and the communities that are located along the 13.2 mile stretch in Kansas such as Galena, Riverton and Baxter Springs suffered economic loss as a result. However, in 1999 the National Park Service created the Route 66 Corridor Preservation Program to revitalize and promote this historic road. This program has been a significant catalyst for reinvigorating the Route 66 Corridor, reinventing the road as a domestic and international tourism destination.

This has resulted in:

Tourism visits both foreign and domestic  
Sales tax revenue

Grants for revitalization of the Phillips 66 Visitor Center, Rainbow Bridge and the Galena Viaduct

Established museum or tourism center

Opened new businesses like Cars on the Route, Angels on the Route and Café on the Route

Festivals

Bus tours, Motorcycle tours and Bicycle tours

Protecting our historic resources, establishing Historical Districts and placing Icons on Historical registers

The continuation of these economic benefits may be in jeopardy, however. Despite its reauthorization by Congress in 2009, the Route 66 Corridor Preservation Program is scheduled to sunset in 2019. Securing National Historic Trail designation will permanently ensure a federal focus on Route 66 that will continue the work of the Corridor Preservation Program. A Route 66 National Historic Trail will promote collaboration among the communities, non-profit organizations, and state agencies that help ensure visitors have the best experience possible when traveling Route 66 to discover America.

National Historic Trail designation for Route 66 will be of significant benefit to our 13.2 miles of Route 66 in Kansas and the communities along that route. We strongly support designation of Route 66 as a National Historic Trail.

Sincerely,

RENEE CHARLES,  
*President, Kansas Historic  
Route 66 Association.*

APRIL 28, 2017.

The New Mexico Route 66 Association strongly supports the designation of Route 66 as a National Historic Trail Memorializing Route 66 as a National Historic Trail will provide much needed support to preserve and promote iconic features of Route 66 in New Mexico, as well as across the other seven states through which the Mother Road runs.

In 1999, the U S. Congress authorized the National Park Service to create the Route 66 Corridor Preservation Program to revitalize and promote this historic road This Corridor Preservation Program has been a significant catalyst for reinvigorating the Route 66 Corridor, helping to reinvent the road as a do-

mestic and international tourism destination. However, with that program scheduled to sunset in 2019, the virtually unanimous congressional support for the internationally popular road will not be sustained. Although Congress reauthorized the ten-year Route 66 Corridor Preservation Program in 2009, we are told that another reauthorization is unlikely. The National Historic Trails program, with assured permanent funding and connection with many other historic corridors will sustain federal focus and provide a far more secure and more broadly supportive haven.

We are totally dedicated to the preservation, promotion, and enjoyment of the historic corridor in New Mexico and are committed to helping insure that National Historic Trail designation will continue the work of the Route 66 Corridor Preservation Program. In the process, a Route 66 National Historic Trail will promote collaboration among communities, non-profit organizations, and state organizations such as our New Mexico Route 66 Association that help preserve and promote Route 66.

Warmly,

MELISSA LEA BEASLEY.

OCTOBER 3, 2016.

The Oklahoma Route 66 Association supports the designation of Route 66 as a National Historic Trail. This designation will provide much needed support to preserve the iconic features of Route 66 and maximize the benefits available through heritage tourism.

Route 66 has served as a true economic engine since the 1920s. First it brought significant commerce in serving the travelling public with restaurants, motels, gas stations, and merchandise. Unfortunately, it was soon replaced with the interstate system and Oklahoma Route 66 communities suffered economic loss as a result. However, in 1999 the National Park Service created the Route 66 Corridor Preservation Program to revitalize and promote this historic road. This program has been a significant catalyst for reinvigorating the Route 66 Corridor, reinventing the road as a domestic and international tourism destination.

This has resulted in

Overnight tourism visits

Sales tax revenue

Grants for revitalization of many places and signs

Bus tours

Protecting our historic resources

Assisted city governments with revitalization projects

The continuation of these economic benefits may be in jeopardy. Despite its reauthorization by Congress in 2009, the Route 66 Corridor Preservation Program is scheduled to sunset in 2019. Securing National Historic Trail designation will permanently ensure a federal focus on Route 66 that will continue the work of the Corridor Preservation Program. A Route 66 National Historic Trail will promote collaboration among the communities, non-profit organizations, and state agencies that help ensure visitors have the best experience possible when traveling Route 66 to discover America. It also creates an updated version of the trails program with the inclusion of a more modern-day trail.

National Historic Trail designation for Route 66 will be of significant benefit to the Oklahoma Route 66 Association. We strongly support designation of Route 66 as a National Historic Trail.

Sincerely,

BRAD NICKSON,  
*President,  
Oklahoma Route 66 Association.*

[From Arizona's Historic Route 66 National Scenic Byway Program, May 30, 2017]

SUPPORT FOR THE ROUTE 66 NATIONAL TRAILS INITIATIVE

On behalf of the Arizona Historic Route 66 National Scenic Byway Program, a Route 66 community's grass-roots collaborative, I appreciate this opportunity to show support for the Historic Route 66 National Trails Initiative. We believe this all-important, non-partisan initiative is key to the successful preservation, protection, and promotion of America's most iconic route into the future. We appreciate you sharing our letter of support with the appropriate entities.

As you know, Historic Route 66, dotted with mom and pop businesses, neon signs, and eclectic roadside attractions tells the story of America's historical move west. Contrasted with the other highways of its day, the creation of this 2,448-mile "super highway" in 1926 did not follow a traditionally linear course. Instead its diagonal path linked hundreds of rural communities across eight states and became the principal east-west artery making it the Main Street of America. Like the country that the road traversed, history was made and imprints were left by the Roaring Twenties, the Great Depression, the war years, and the road trips of the fifties and sixties.

Recognizing the significance of Route 66 as an economic driver and historic treasure, in 1999 the U.S. Congress authorized the National Park Service to create the Route 66 Corridor Preservation Program. This program has guided the eight states through historic preservation projects, and reestablishing the Route as a one-of-a-kind travel experience. It has also opened lines of communication between communities as well as between states and other key component for future successes.

Gratefully Congress reauthorized the Route 66 Corridor Preservation Program in 2009, but this stand-alone program is once again due to end in 2019 and there is still much work to be done. Exploring a more secure future for Historic Route 66, it became clear early on that Route 66 would be a perfect addition to the National Historic Trails Program adding an American treasure to the collection, and opening new avenues for continued historic preservation and promotion of Route 66. The Arizona National Scenic Byway Program is committed to making this important initiative become a reality for the future of our communities and attractions.

SHARLENE FOUSER,  
Byway Coordinator,  
Arizona's Historic  
Route 66 All-American Road.

SEPTEMBER 26, 2016.

The Old Route 66 Association of Texas supports the designation of Route 66 as a National Historic Trail. This designation will provide much needed support to preserve the iconic features of Route 66 and maximize the benefits available through heritage tourism.

Route 66 has served as a true economic engine since the 1920s but when it was replaced with the interstate system in the 1970s, the Texas Panhandle from Shamrock to Glenrio was changed forever.

However, in 1999 the National Park Service created the Route 66 Corridor Preservation Program to revitalize and promote this historic road. This program has been a significant catalyst for reinvigorating the Route 66 Corridor, reinventing the road as a domestic and international tourism destination.

For Texas' stretch of Route 66 this has resulted in—

increased visitation, especially from international tourists.

increased local and state sales tax revenue. new and reopened businesses along the route.

regional and national festivals along the route.

bus tours including Texas in their Route 66 itineraries.

cooperative marketing amongst federal, state and local organizations.

increased awareness of protecting our historic Route 66 resources.

The continuation of these economic benefits may be in jeopardy, however. Despite reauthorization by Congress in 2009, the Route 66 Corridor Preservation Program is scheduled to sunset in 2019. Securing National Historic Trail designation will permanently ensure a federal focus on Route 66 that will continue the work of the Corridor Preservation Program. A Route 66 National Historic Trail will promote collaboration among the communities, non-profit organizations, and state agencies that help ensure visitors have the best experience possible when traveling Route 66 to discover America.

National Historic Trail designation for Route 66 will be of significant benefit to the Texas Panhandle. The Old Route 66 Association of Texas strongly supports this designation.

Sincerely,

DORA MERONEY,  
President,  
Old Route 66 Association of Texas.

OCTOBER 1, 2016.

The California Historic Route 66 Association strongly supports the designation of Route 66 as a National Historic Trail. This national commemoration will provide much needed support for preserving and promoting iconic features of Route 66 in California, as well as across the other seven states through which the Mother Road passes.

In 1999, the U.S. Congress authorized the National Park Service to create the Route 66 Corridor or Preservation Program to revitalize and promote this historic road. This program has been a significant catalyst for reinvigorating the Route 66 Corridor, helping to reinvent the road as a domestic and international tourism destination.

However, with that program scheduled to sunset in 2019, the virtually unanimous congressional support for the internationally popular road will not be sustained. Although Congress reauthorized the ten-year Route 66 Corridor Preservation Program in 2009, we are told that another reauthorization is unlikely. The National Historic Trails program, with assured permanent funding and connection with many other historic corridors will sustain federal focus and provide a far more secure and more broadly supportive haven.

We are totally dedicated to the preservation, promotion, and enjoyment of the historic corridor in California and are committed to helping insure that National Historic Trail designation will continue the work of the Route 66 Corridor Preservation Program. In the process, a Route 66 National Historic Trail will promote collaboration among communities, non-profit organizations, and state organizations such as our California Historic Route 66 Association that help preserve and promote Route 66.

Sincerely,

GLEN DUNCAN,  
President,  
California Historic Route 66 Association.

Mr. LAHOOD. Mr. Speaker, with that, I urge my colleagues to support this bill.

The SPEAKER pro tempore. Without objection, the gentlewoman from California (Mrs. NAPOLITANO) will control the rest of the debate for the minority.

There was no objection.

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

Mr. Speaker, I rise in support of H.R. 801, which establishes Route 66 as the 20th national historic trail as part of the National Trails System.

I want to thank my colleague, Representative LAHOOD, for introducing the legislation and letting me be a cosponsor. I want to thank Chairman BISHOP and Ranking Member GRIJALVA for their support in moving this bill through the committee.

Mr. Speaker, as Mr. LAHOOD stated, it is an economic boon for the cities that have Route 66. It runs east and west through my district, known as Foothill Boulevard and Huntington Drive, in the cities of La Verne, San Dimas, Azusa, Duarte, and Monrovia. In fact, one of my cities is already highlighting and doing celebrations of Route 66. At swap meets, they are already selling Route 66 T-shirts and paraphernalia.

Our local restaurants, our shops, our businesses, like so many others dotting the highway from the heartland to the West Coast, provide rest breaks for travelers, allowing them to sample the local flavors of communities that are proud to be connected by the iconic road.

H.R. 801 is needed because the current preservation under the Route 66 Corridor Preservation Program is expiring in 2019. So we need to, under H.R. 801, continue to recognize and promote Route 66 through the national historic trail designation, which will bring Federal resources for the rehabilitation and improvement of this Mother Road. It runs from Chicago all the way to Santa Monica in the State of California.

We have cities that are very excited about being able to celebrate it in the 100th year. This Federal assistance will be used in coordination with cities and stakeholders for the preservation of property, artifacts, memorabilia, and other historical items.

Mr. Speaker, I ask my colleagues to support H.R. 801, and I yield back the balance of my time.

Mr. BISHOP of Utah. Mr. Speaker, I want to add my support to this particular bill. We are talking about 2,400 miles going from Chicago to Santa Monica. It was, at one time, called the Main Street of America. It is unique in American history.

I was just talking to the sponsor of this particular piece of legislation who does not remember the TV show. I still remember "Route 66" as one of my favorite shows. I still want to go on that route and in the same Corvette that they had.

Mr. Speaker, if others are too young to remember that, learn history. That is why we are history teachers around here.

I will yield to Mrs. NAPOLITANO to ask if she remembers the show.

□ 1730

Mrs. NAPOLITANO. Mr. Speaker, yes, I do. Not only that, but I remember the song that included Route 66. He will remember that, if he is young enough.

Mr. BISHOP of Utah. Mr. Speaker, reclaiming my time, it is running through my head right now.

This is a good piece of legislation. This is more than just nostalgia. This actually helps preserve our history. It is the right thing to do. I urge my colleagues to support it.

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 Utah (Mr. BISHOP) that the House suspend the rules and pass the bill, H.R. 801, 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.

#### FREE VETERANS FROM FEES ACT

Mr. BISHOP of Utah. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3997) to waive the application fee for any special use permit for veterans demonstrations and special events at war memorials on Federal land, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3997

*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 "Free Veterans from Fees Act".*

#### SEC. 2. WAIVER OF SPECIAL USE PERMIT APPLICATION FEE FOR VETERANS DEMONSTRATIONS AND SPECIAL EVENTS.

(a) **WAIVER.**—*The application fee for any special use permit solely for a veterans demonstration or special event at war memorials on Federal land shall be waived.*

(b) **DEFINITIONS.**—*In this section:*

(1) **DEMONSTRATION; SPECIAL EVENT.**—*The terms "demonstration" and "special event" have the meaning given those terms in section 7.96 of title 36, Code of Federal Regulations.*

(2) **VETERAN.**—*The term "veteran" has the meaning given that term in section 101(2) of title 38, United States Code.*

(3) **VETERANS DEMONSTRATION OR SPECIAL EVENT.**—*The term "veterans demonstration or special event" means a demonstration or special event whose primary purpose is to commemorate, or honor either a group of people because of their service as veterans or immediate family members of veterans.*

(4) **WAR MEMORIAL.**—*The term "war memorial" means any tangible object which has been erected or dedicated to commemorate—*

(A) *war, conflict, victory, or peace;*

(B) *casualties who served in, were affected by, or killed as a result of war, conflict, or peace-keeping; or*

(C) *those who died as a result of accident or disease while engaged in military service.*

(c) **APPLICABILITY.**—*This section shall apply to any special use permit application submitted after the date of the enactment of this Act.*

(d) **APPLICABILITY OF EXISTING LAWS.**—*Permit applicants remain subject to all other laws, regulations, and policies regarding the application, issuance and execution of special use permits for a veterans demonstration or special event at war memorials on Federal land.*

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Utah (Mr. BISHOP) and the gentlewoman from California (Mrs. NAPOLITANO) 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 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 as much time as he may consume to the gentleman from Pennsylvania (Mr. ROTHFUS), the author of this particular piece of legislation.

Mr. ROTHFUS. Mr. Speaker, I thank the chairman for yielding. I also thank the chairman, as well as members on the Subcommittee on Federal Lands, especially Chairman TOM MCCLINTOCK, for their unanimous support of my bipartisan bill, the Free Veterans from Fees Act. I would also like to thank my colleague, the Congresswoman from Hawaii, TULSI GABBARD, in co-leading this bipartisan effort.

Throughout the year, veteran groups visit our national war memorials to take part in honor buses and honor flights and other commemorations that require special use permits issued by the National Park Service. The permit application requires, without exception, that a fee be submitted along with the completed permit application. Specifically, here in our Nation's Capital, The National Mall charges \$120 for public gatherings and special events. The Free Veterans from Fees Act would waive the application fee associated with special use permits for any veteran demonstration or special event at war memorials on Federal land.

We have a solemn obligation to stand with our veterans. They stood for us. We must stand for them. This simple bill is about fostering a culture in which all veterans are valued for their service and sacrifice to our country. The least we can do is to make it easier for groups of veterans and their families to visit national war memorials so they can honor the contributions of our men and women in uniform.

I have the privilege of serving the many military members and veterans who live and work in western Pennsylvania. Many of these veterans come together to help their fellow veterans and their families by pooling their time, energy, and financial resources to organize bus trips.

In fact, a recent trip from western Pennsylvania happened just this past

month. I had the privilege to welcome these veterans and their families to the World War II Memorial here in Washington, D.C. This honor bus was organized by a remarkable couple, Jerry and Lydian Fisher of Beaver County, who have a heart for service and a real commitment and devotion to these trips since 2006.

Veterans want to help each other, and this is proof. I consider it a privilege to meet the men and women whom Jerry and Lydian bring to Washington. On the most recent trip, we even welcomed a 100-year-old World War II veteran, Charles Wiggins from Wilkesburg.

The men and women who are willing to die for this country should be given every opportunity to commemorate their service, the sacrifices of their fellow servicemembers, and the hardships faced by those left behind. Assessing fees from the very people these memorials were built to honor is unacceptable and unnecessary.

Our veterans were willing to stop at nothing to defend our Nation. We, as a nation, should stop at nothing to ensure our obligation to honor them is fulfilled. Our veterans deserve this legislation. It is just one more simple step to honor them.

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

Mr. Speaker, H.R. 3997 waives the special use permit application fees for veterans' demonstrations and special events at national war memorials.

I agree with my colleague. It is time that we recognize that our veterans deserve to be able to use this holy land for special events at national war memorials. This is a commonsense bill that will make it easier for veterans' groups to organize events at national memorials and other public lands.

I thank Mr. BISHOP from the majority for helping us work to ensure that the bill covers Gold Star families. I thank him very much for that.

I urge my colleagues to support the passage of this bill.

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

Mr. BISHOP of Utah. Mr. Speaker, this is a very good piece of legislation.

For those who have served well, to subject them to another application fee is just ridiculous. If there was ever an example of a good idea, a no-brainer piece of legislation, this is it.

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

Mrs. NAPOLITANO. Mr. Speaker, I yield as much time as she may consume to the gentlewoman from Hawaii (Ms. GABBARD).

Ms. GABBARD. Mr. Speaker, our veterans, our servicemembers, and their families sacrificed greatly in service to our country, with some paying the ultimate price, sacrificing all.

For those who do come home, there are often visible and invisible wounds that they carry with them for a very long time—if not for the rest of their