

I thank the House Oversight and Government Reform Committee, the gentleman from North Carolina, the gentleman from Maryland, and the chairman from South Carolina for their hard work on this. I also want to thank the Veterans' Affairs Committee and the gentleman from Tennessee (Mr. ROE) for their expertise as they worked through this bill. I thank the sponsors of the Senate legislation, and I thank Representative TAKANO for joining me in this important effort.

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

Mr. SARBANES. Mr. Speaker, I am pleased to yield 5 minutes to the gentleman from California (Mr. TAKANO), one of the sponsors of this very, very important bill.

Mr. TAKANO. Mr. Speaker, I thank the gentleman for yielding.

Mr. Speaker, I rise today in support of S. 899, the Veterans Providing Healthcare Transition Improvement Act, which extends paid sick leave benefits for veteran employees with service-connected disabilities in their first year of work at the Department of Veterans Affairs.

As the lead Democrat on this bill, I thank my colleague Representative STEVE STIVERS from Ohio for his bipartisan leadership on this issue. And let me hasten to add, I do enjoy the work that we do together as founders and co-chairs of the bipartisan Congressional Maker Caucus, bringing to the attention of the Congress advanced manufacturing technologies.

But back to the issue at hand.

Mr. Speaker, I also thank Senator MAZIE HIRONO for taking the lead on this important issue in the Senate.

Veterans who choose to provide their medical skills and expertise to serve other veterans at the Department of Veterans Affairs should not have to take a leave of absence to receive the care that they need. By improving the Wounded Warrior Federal Leave Act to extend benefits to wounded warriors working at the VA, we will help veterans who need to take time off to get their own medical care.

This will also help in hiring and recruiting what are known as title 38 employees at the VA. This group of employees includes physicians, physician assistants, registered nurses, chiropractors, podiatrists, optometrists, and dentists.

According to 2018 data from the Veterans Health Administration, there are over 14,000 title 38 vacancies nationwide. We must make it a priority to fill these vacancies to ensure that the VA is well staffed and capable of providing veterans with the services that they need. Extending benefits to title 38 employees at the VA can help with the recruitment and hiring of veterans who want to continue helping other veterans.

Veterans working at the VA already make incredible sacrifices to help their fellow veterans. Their paychecks

should not be one of them. This is why I urge my colleagues to stand with our veterans and support this legislation.

Mr. WALKER. Mr. Speaker, I have no additional speakers, and I reserve the balance of my time.

Mr. SARBANES. Mr. Speaker, I urge the passage of S. 899, and I yield back the balance of my time.

Mr. WALKER. Mr. Speaker, I urge adoption of the bill, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. FRANCIS ROONEY of Florida). The question is on the motion offered by the gentleman from North Carolina (Mr. WALKER) that the House suspend the rules and pass the bill, S. 899, as amended.

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

The title of the bill was amended so as to read: "An Act to amend title 5, United States Code, to ensure that the requirements that new Federal employees who are veterans with service-connected disabilities are provided leave for purposes of undergoing medical treatment for such disabilities apply to certain employees of the Veterans Health Administration."

A motion to reconsider was laid on the table.

ROUTE 66 CENTENNIAL COMMISSION ACT

Mr. RODNEY DAVIS of Illinois. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 66) to establish the Route 66 Centennial Commission, to direct the Secretary of Transportation to prepare a plan on the preservation needs of Route 66, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 66

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 Centennial Commission Act".

SEC. 2. FINDINGS.

Congress makes the following findings:

(1) Route 66 was the Nation's first all-paved highway under the U.S. Highway System connecting the Midwest to California and has played a major role in the history of the United States.

(2) Route 66 was the symbol of opportunity to hundreds of thousands of people seeking escape from the Dust Bowl in the 1930s, serving as a "road to opportunity" in the West and providing employment during the Great Depression, as thousands were put to work on road crews to pave the road.

(3) Route 66 was invaluable in transporting troops, equipment, and supplies across the country to the West, where the government established multiple industries and armed force bases during World War II. Upon the conclusion of the war in 1945, Route 66 was a key route taken by thousands of troops as they returned home.

(4) Route 66 symbolized the Nation's positive outlook during the postwar economic recovery in the 1950s and 1960s, serving as an icon of

free-spirited independence and linking people across the United States. During this period, the tourist industry along Route 66 grew tremendously, giving rise to countless tourist courts, motels, service stations, garages, and diners.

(5) Since June 27, 1985, when Route 66 was decommissioned as a Federal highway, the popularity and mythical stature of Route 66 has grown domestically and internationally, as the road has experienced a rebirth of interest and support.

(6) The year 2026 will be the centennial anniversary of Route 66, and a commission should be established to study and recommend to Congress activities that are fitting and proper to celebrate that anniversary in a manner that appropriately honors America's Mother Road.

SEC. 3. ESTABLISHMENT.

There is established a commission to be known as the Route 66 Centennial Commission (referred to in this Act as the "Commission").

SEC. 4. DUTIES.

The Commission shall have the following duties:

(1) To study activities that may be carried out by the Federal Government to determine whether the activities are fitting and proper to honor Route 66 on the occasion of its centennial anniversary, including any of the activities described under section 8(b)(2)(B).

(2) To recommend to Congress the activities the Commission considers most fitting and proper to honor Route 66 on such occasion, to be carried out by the Department of Transportation and any other entity or entities within the Federal Government that the Commission considers most appropriate to carry out such activities.

(3) To plan and host, in cooperation with such partners, a conference on the U.S. Numbered Highway System, and assist in the activities of such a conference.

SEC. 5. MEMBERSHIP.

(a) NUMBER AND APPOINTMENT.—*The Commission shall be composed of 19 members appointed as follows:*

(1) Three members, each of whom shall be a qualified citizen described in subsection (b), appointed by the President.

(2) Two members, each of whom shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Secretary of Transportation.

(3) One member, who shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Governor of Illinois.

(4) One member, who shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Governor of Missouri.

(5) One member, who shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Governor of Kansas.

(6) One member, who shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Governor of Oklahoma.

(7) One member, who shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Governor of Texas.

(8) One member, who shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Governor of New Mexico.

(9) One member, who shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Governor of Arizona.

(10) One member, who shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the Governor of California.

(11) Three members, each of whom shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation

of the Speaker of the House of Representatives, in consultation with the minority leader of the House of Representatives.

(12) Three members, each of whom shall be a qualified citizen described in subsection (b), appointed by the President on the recommendation of the majority leader of the Senate, in consultation with the minority leader of the Senate.

(b) QUALIFIED CITIZEN.—A qualified citizen described in this subsection is a private citizen of the United States with—

(1) a demonstrated dedication to educating others about the importance of historical figures and events; and

(2) substantial knowledge and appreciation of Route 66.

(c) TIME OF APPOINTMENT.—Each initial appointment of a member of the Commission shall be made before the expiration of the 120-day period beginning on the date of the enactment of this Act.

(d) CONTINUATION OF MEMBERSHIP.—If a member of the Commission was appointed to the Commission as a Member of Congress, and ceases to be a Member of Congress, that member may continue to serve on the Commission for not longer than the 30-day period beginning on the date that member ceases to be a Member of Congress.

(e) TERMS.—Each member shall be appointed for the life of the Commission.

(f) VACANCIES.—A vacancy in the Commission shall not affect the powers of the Commission but shall be filled in the manner in which the original appointment was made.

(g) BASIC PAY.—Members shall serve on the Commission without pay.

(h) TRAVEL EXPENSES.—Each member shall receive travel expenses, including per diem in lieu of subsistence, in accordance with sections 5702 and 5703 of title 5, United States Code.

(i) QUORUM.—Seven members of the Commission shall constitute a quorum but a lesser number may hold hearings.

(j) CHAIR.—The President, in consultation with the Secretary of Transportation, shall designate one member of the Commission as Chair.

(k) MEETINGS.—The Commission shall meet at the call of the Chair.

SEC. 6. DIRECTOR AND STAFF.

(a) DIRECTOR.—The Commission may appoint and fix the pay of a Director and such additional personnel as the Commission considers to be appropriate.

(b) APPLICABILITY OF CERTAIN CIVIL SERVICE LAWS.—

(1) DIRECTOR.—The Director of the Commission may be appointed without regard to the provisions of title 5, United States Code, governing appointments in the competitive service, and may be paid without regard to the provisions of chapter 51 and subchapter III of chapter 53 of that title relating to classification and General Schedule pay rates.

(2) STAFF.—The staff of the Commission shall be appointed subject to the provisions of title 5, United States Code, governing appointments in the competitive service, and shall be paid in accordance with the provisions of chapter 51 and subchapter III of chapter 53 of that title relating to classification and General Schedule pay rates.

SEC. 7. POWERS.

(a) HEARINGS AND SESSIONS.—The Commission may, for the purpose of carrying out this Act, hold such hearings, sit and act at such times and places, take such testimony, and receive such evidence as the Commission considers to be appropriate.

(b) POWERS OF MEMBERS AND AGENTS.—Any member or agent of the Commission may, if authorized by the Commission, take any action that the Commission is authorized to take by this Act.

(c) OBTAINING OFFICIAL DATA.—The Commission may secure directly from any department or agency of the United States information nec-

essary to enable the Commission to carry out this Act. Upon request of the Chair of the Commission, the head of that department or agency shall furnish that information to the Commission.

(d) MAILS.—The Commission may use the United States mails in the same manner and under the same conditions as other departments and agencies of the United States.

(e) ADMINISTRATIVE SUPPORT SERVICES.—Upon the request of the Commission, the Administrator of General Services shall provide to the Commission, on a reimbursable basis, the administrative support services necessary for the Commission to carry out its responsibilities under this Act.

SEC. 8. REPORTS.

(a) INTERIM REPORTS.—The Commission may submit to Congress such interim reports as the Commission considers to be appropriate.

(b) COMPREHENSIVE REPORT.—

(1) IN GENERAL.—Not later than 5 years after the date of enactment of this Act, the Commission shall submit to the President and Congress a report incorporating specific recommendations for the commemoration of the centennial of Route 66 and related events.

(2) CONTENTS OF REPORT.—The report under paragraph (1)—

(A) shall include recommendations for the allocation of financial and administrative responsibility among the public and private authorities and organizations recommended for participation by the Commission; and

(B) may recommend activities such as—

(i) the production, publication, and distribution of books, pamphlets, films, electronic publications, and other educational materials focusing on the history and impact of Route 66 on the United States and the world;

(ii) bibliographical and documentary projects, publications, and electronic resources;

(iii) conferences, convocations, lectures, seminars, and other programs;

(iv) the development of programs by and for libraries, museums, parks, and historic sites, including national traveling exhibitions;

(v) ceremonies and celebrations commemorating specific events;

(vi) the production, distribution, and performance of artistic works, and of programs and activities, focusing on the national and international significance of Route 66; and

(vii) the issuance of commemorative coins, medals, certificates of recognition, and postage stamps.

(c) FINAL REPORT.—The Commission shall submit to the President and Congress a final report not later than 90 days before the termination of the Commission provided in section 10.

SEC. 9. PLAN ON PRESERVATION NEEDS OF ROUTE 66.

(a) IN GENERAL.—The Secretary of Transportation, in consultation with the Governors referred to in section 5(a), shall prepare a plan on the preservation needs of Route 66.

(b) REPORT TO CONGRESS.—Not later than 3 years after the date of enactment of this Act, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives, the Committee on Environment and Public Works of the Senate, and the President a report containing the plan prepared under subsection (a).

SEC. 10. TERMINATION.

The Commission shall terminate not later than June 30, 2027.

SEC. 11. CLARIFICATION REGARDING FUNDING.

No additional funds are authorized to carry out the requirements of this Act. Such requirements may be carried out using amounts otherwise authorized or made available for the Department of Transportation, except for amounts authorized from the Highway Trust Fund.

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

linois (Mr. RODNEY DAVIS) and the gentleman from California (Mrs. NAPOLITANO) each will control 20 minutes.

The Chair recognizes the gentleman from Illinois.

GENERAL LEAVE

Mr. RODNEY DAVIS of Illinois. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 66, as amended.

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

There was no objection.

Mr. RODNEY DAVIS of Illinois. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in support of H.R. 66, the Route 66 Centennial Commission Act.

I thank my colleague, Representative GRACE NAPOLITANO, for sponsoring this legislation with me, and I also thank Chairman SHUSTER and Ranking Member DEFAZIO for helping shepherd this bill to the floor, along with Highways and Transit Subcommittee chairman, Mr. GRAVES.

I am proud to have Route 66 run through the middle of my district, and I believe it is important that we celebrate the history of Route 66.

In 1926, Route 66 became our Nation's first all-paved highway under the U.S. highway system, connecting Chicago, Illinois, to Santa Monica, California. Early on, the road was used by hundreds of thousands of Americans seeking to escape the Dust Bowl and provided critical employment opportunities for road crews paving the road during the Great Depression.

During World War II, the highway transported troops, equipment, and supplies to military bases across our country and was used after the war by thousands of troops returning home to their families.

By the 1950s, Route 66 began to see a rise in tourism and became the true symbol of American freedom and independence that we all know today.

In April of last year, I went on an extended tour of Illinois' stretch of the highway with my colleague Representative DARIN LAHOOD and also many State and local leaders. I had the opportunity to see the economic impact that the Mother Road brings to Illinois. It supports many jobs and key economic activity in small towns, and it helps to generate important revenue to support those small rural communities.

For example, travelers along Route 66 in Illinois can see a giant pink elephant statue and other larger-than-life sculptures at the Pink Elephant Antique Mall in Livingston, Illinois.

Mr. Speaker, as a matter of fact, my family and I were coming back to my hometown of Taylorville yesterday, and we stopped and had a great lunch at the Twistee Treat, which is attached to the Pink Elephant Antique Mall. So

if you ever want to go there, they have great burgers. I happened to have a pork tenderloin sandwich that I probably shouldn't have eaten, but it was really, really good, and topped it off, of course, with Twistee Treat's famous ice cream.

You can also, if you are traveling Route 66, stop and see a movie at the Wildey Theater in Edwardsville, Illinois. That originally opened in 1909. Or stop for an all-day breakfast at Jungle Jim's Cafe, a quintessential roadside diner in Springfield, Illinois.

Those are just a few of the thousands of local businesses along Route 66 whose livelihoods depend upon the historic highway.

You don't even have to be in a car to ride along Route 66. The Illinois Route 66 Trail is a system of off-road paths for bikes, hikers, or anyone else looking to see the Mother Road in a different way.

The centennial of this great highway will be an international celebration, and the State of Illinois will be ready to welcome travelers from around the world who want to experience the history and magic of this scenic byway.

This bill, Mr. Speaker, will create a 19-member commission to recommend activities to honor the 100th anniversary of the Mother Road in the year 2026.

It also directs the U.S. Department of Transportation to develop a plan to ensure the first all-paved U.S. highway connecting the Midwest to my colleague's, Mrs. NAPOLITANO's, district in California will be preserved for many years to come. In doing this, the Secretary of Transportation will work with the Governors of the eight States that this historic highway passes through to develop a comprehensive preservation plan.

H.R. 66 is endorsed by the National Trust for Historic Preservation; the Route 66 Road Ahead Partnership; the National Historic Route 66 Federation; Auto Club Enterprises, also known as AAA; and the Route 66 Alliance.

Mr. Speaker, I include in the RECORD their letters of support of the bill.

NATIONAL TRUST FOR
HISTORIC PRESERVATION,

July 16, 2018.

DEAR MEMBERS OF THE HOUSE OF REPRESENTATIVES: We appreciate this opportunity to present the National Trust for Historic Preservation's perspective on H.R. 66, the Route 66 Centennial Commission Act, which is scheduled for House floor consideration today. The National Trust enthusiastically endorses this legislation and looks forward to its enactment this year.

INTERESTS OF THE NATIONAL TRUST FOR
HISTORIC PRESERVATION

The National Trust for Historic Preservation is a privately-funded charitable, educational, and nonprofit organization chartered by Congress in 1949 to "facilitate public participation in historic preservation" and to further the purposes of federal historic preservation laws. The intent of Congress was for the National Trust "to mobilize and coordinate public interest, participation, and resources in the preservation and interpretation of sites and buildings." With

headquarters in Washington, D.C., nine field offices, 27 historic sites, more than one million members and supporters, and a national network of partners in states, territories, and the District of Columbia, the National Trust works to save America's historic places and advocates for historic preservation as a fundamental value in programs and policies at all levels of government.

H.R. 66, ROUTE 66 CENTENNIAL COMMISSION ACT

We appreciate Representative Rodney Davis' leadership on this legislation to create a Route 66 Centennial Commission that recognizes and honors Route 66 on its centennial anniversary. Historic Route 66 stretches approximately 2,400 miles from Chicago, IL to Los Angeles, CA, passing through eight states and more than 300 communities. This vital transportation corridor between the Midwest and southern California has endured as a symbol of freedom and mobility while epitomizing a new optimism that pervaded the nation's economic recovery following World War II.

Route 66 was found by the National Park Service (NPS) to be nationally significant in its 1995 Route 66 Special Resource Study, which determined that Route 66 met the eligibility requirements for a National Historic Trail. Numerous buildings along Route 66 are listed on the National Register of Historic Places (NRHP), and a 2012 Multiple Property Documentation Form (MPDF) establishing the road's national significance was recently approved by the Keeper of the National Register. Route 66 has been designated a National Scenic Byway in four states, including one segment that has been designated an All-American Road—the highest designation offered by the Federal Highway Administration (FHWA).

Route 66 is internationally recognized as representing America's love of the automobile and open road. As a Dustbowl migration route, a World War II strategic military route, and a vacation travel route, it has been celebrated in music, literature, television, movies, and popular lore. The National Trust has been supportive of Route 66 preservation efforts for many years, including it in our signature National Treasures program, participating in symposiums, providing strategic assistance, and including Route 66 on the 2018 list of America's 11 Most Endangered Historic Places.

When Congress passed the Route 66 Corridor Preservation Program in 1999, a program administered by the National Park Service (NPS), Route 66 was described as a symbol of the American people's heritage of travel and their legacy of seeking a better life. We applaud Representative Rodney Davis and the over 40 cosponsors of H.R. 66 for their commitment to recognizing the national significance of Route 66.

Thank you again for the opportunity to present the National Trust's perspectives on this legislation, and we look forward to working with Congress to ensure H.R. 66 is enacted into law this year.

Sincerely,

PAM BOWMAN,
Director of Public Lands Policy.

THE RT. 66 ROAD AHEAD PARTNERSHIP,
March 7, 2018.

CONGRESSMAN DAVIS: The Rt. 66 Road Ahead Partnership supports H.R. 66, which will establish a Rt. 66 100th Anniversary Commission at the Federal level. This legislation will help ensure activities that are fitting and proper to celebrate this milestone are planned and carried out in a way that appropriately honors America's Mother Road.

2026 marks the 100th anniversary of the establishment of the U.S. Numbered Highway System and Route 66. The road was our na-

tion's first all-paved highway connecting the Midwest, starting in Illinois, and ending in California. Since the early decades of the 20th Century, Route 66 has reflected and been an integral part of American history.

Hundreds of thousands of people used Route 66 to escape the Dust Bowl of the 1930s, and many found employment along its path. The road also transported troops, equipment, and other military supplies across the country during WWII, and was used by thousands of troops as they returned home. In the 1950s and 1960s, Route 66 saw the rise of American tourism and became home to countless tourist attractions, motels, diners, and other businesses along its path. Today, Route 66 remains an iconic symbol of American freedom and of the U.S. as a mobile society.

H.R. 66 will create a commission to recommend activities for the commemoration of the 100th anniversary of Route 66. The bill also requires USDOT to develop a plan on the preservation needs of the road, and directs USDOT to host a conference on the U.S. Numbered Highway System.

The Rt. 66 Road Ahead Partnership believes in the preservation, promotion, and development of Route 66, and is committed to helping ensure the road's 100th Anniversary is planned and celebrated in a manner that recognizes its historic significance. For this reason, we strongly support H.R. 66.

Sincerely,

WILLIAM M. THOMAS,
Chairman.

NATIONAL HISTORIC
ROUTE 66 FEDERATION,

Lake Arrowhead, CA, February 10, 2018.

THE ROUTE 66 ROAD AHEAD PARTNERSHIP: This is to let you know, the National Historic Route 66 Federation supports H.R. 66, which will establish a Route 66 100th Anniversary Commission at the Federal level. This legislation will help ensure activities that are fitting and proper to celebrate this milestone are planned and carried out in a way that appropriately honors America's Mother Road.

2026 marks the 100th anniversary of the establishment of the U.S. Numbered Highway System and Route 66. The road was our nation's first all-paved highway connecting the Midwest, starting in Illinois, and ending in California. Since the early decades of the 20th Century, Route 66 has reflected and been an integral part of American history.

Hundreds of thousands of people used Route 66 to escape the Dust Bowl of the 1930s, and many found employment along its path. The road also transported troops, equipment, and other military supplies across the country during the Second World War, and was traveled by thousands of troops as they returned home.

In the 1950s and 1960s, Route 66 saw the rise of American tourism and became home to countless tourist attractions, motels, diners and other businesses along its path. Today, Route 66 remains an iconic symbol of American freedom and of the U.S. as a mobile society.

H.R. 66 will create a commission to recommend activities for the commemoration of the 100th anniversary of Route 66. The bill also requires USDOT to develop a plan on the preservation needs of the road, and directs USDOT to host a conference on the U.S. Numbered Highway System.

For 24 years, The National Historic Route 66 Federation has been dedicated to the preservation and promotion of Route 66, and is committed to helping ensure the road's 100th Anniversary is planned and celebrated in a

manner that recognizes its historic significance. For this reason, we strongly support H.R. 66.

Sincerely,

DAVID KNUDSON,
Executive Director.

AUTOMOBILE CLUB OF
SOUTHERN CALIFORNIA,

Los Angeles, CA, January 17, 2017.

Subject: H.R. 66—Route 66 Centennial Commission Act.

HON. RODNEY DAVIS,
House of Representatives,
Washington, DC.

THE HONORABLE CONGRESSMAN DAVIS: Auto Club Enterprises (AAA) applauds your leadership for introducing H.R. 66, which would form a commission tasked with celebrating Route 66's centennial and direct that a preservation plan for the Route be prepared.

Auto Club Enterprises represents the interests of our AAA members and motorists in five of the eight states represented in this proposal (California, New Mexico, Texas, Missouri and southern Illinois). Furthermore, the largest motor club within ACE, the Automobile Club of Southern California (ACSC), played a central role in the survey and signposting of the original highway that became Route 66: the National Old Trails Road, created in 1914-1915. ACSC published the first maps of the route and its signs guided travelers for the first decade of the road's existence [both illustrations attached].

We are keenly aware of the strong historical connection between Route 66 and major trends in our nation's history and travel and the history of the Southwest.

Route 66 was one of our nation's first all-paved highways connecting the Midwest to California, and has played a major role in the history of the United States. It offered opportunity to hundreds of thousands of people seeking escape from the Dust Bowl in the 1930s, and its construction created jobs for thousands during the Great Depression.

Route 66 represented America's great optimism and enthusiasm during the postwar economic recovery. In this era, the tourism industry along Route 66 grew tremendously; giving rise to countless tourist courts, motels, service stations, garages, and diners.

Because of its resonance within American history and culture, Route 66 has been the subject of memorable productions in all media, from popular music to television to movies.

For all these reasons—its historical and cultural significance and its connection with our own history, Auto Club Enterprises supports the passage of H.R. 66.

We look forward to working with you and other stakeholders in support of passing H.R. 66 and to our continued partnership after its passage to successfully implement its provisions.

Sincerely,

HAMID BAHADORI,
Manager, Transportation Policy
and Programs.

THE ROUTE 66 ALLIANCE,
Tulsa, OK, February 8, 2018.

Re H.R. 66.

THE ROUTE 66 ROAD AHEAD PARTNERSHIP: On behalf of the Route 66 Alliance, I am pleased to provide this letter of support for H.R. 66, which will establish a Route 66 100th Anniversary Commission at the Federal level. This legislation will help ensure activities that are fitting and proper to celebrate this milestone are planned and carried out in a manner that appropriately honors America's Mother Road.

2026 marks the 100th anniversary of the establishment of the U.S. Numbered Highway

System and Route 66. The road was our nation's first all-paved highway connecting the Midwest, beginning in Illinois, and ending in California. Since the early decades of the 20th Century, Route 66 has reflected and been an integral part of American history. And Tulsa celebrates this legacy since the Father of Route 66, Cyrus Avery, led the effort to have Route 66 pass through Oklahoma, specifically Tulsa, where East meets West!

Hundreds of thousands of people used Route 66 to escape the Dust Bowl of the 1930s, and many found employment along its path. The road also transported troops, equipment, and other military supplies across the country during the Second World War, and was used by thousands of troops as they returned home. In the 1950s and 1960s, Route 66 saw the rise of American tourism and became home to countless tourist attractions, motels, diners, and other businesses along its path. Today, Route 66 remains an iconic symbol of American freedom and of the U.S. as a mobile society.

H.R. 66 will create a commission to recommend activities for the commemoration of the 100th Anniversary of Route 66. The bill also requires USDOT to develop a plan on the preservation needs of the road, and directs USDOT to host a conference on the U.S. Numbered Highway System.

The Route 66 Alliance is dedicated to the preservation and promotion of Route 66, and is committed to helping ensure the road's 100th Anniversary is planned and celebrated in a manner that recognizes its historic significance. For this reason, we strongly support H.R. 66.

Best regards,

KEN BUSBY,
Executive Director & CEO.

Mr. RODNEY DAVIS of Illinois. Mr. Speaker, throughout its history, Route 66 has become more than just a way to get from point A to point B. It has evolved into a symbol of American independence and prosperity. I am proud to help continue the legacy of Route 66, and I urge my colleagues to vote "yes" on H.R. 66.

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

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

Mr. Speaker, I rise in very strong support of H.R. 66, the Route 66 Centennial Commission Act.

Mr. Speaker, I thank my colleague, Congressman RODNEY DAVIS, for introducing this legislation with me; and I thank Chairman SHUSTER and Chairman GRAVES and Ranking Member DEFAZIO and Ranking Member NORTON for their support in moving this bill along through the committee.

Route 66, as was pointed out, runs east to west through my district as Foothill Boulevard and Huntington Drive in the cities of La Verne, San Dimas, Azusa, Duarte, and Monrovia. Our local restaurants, shops, and businesses, like so many others dotting the interstate from the heartland to the West Coast, provide rest breaks for travelers, allowing them to sample the local flavors of our communities that are proud to be connected by the iconic road. Other cities are doing this as well.

The city of Duarte celebrates every year in September with a parade of

classic cars, equestrian groups, and marching bands. Along the highway, there are signs still there from long ago showing Route 66 lives there.

The theme of the Los Angeles County Fair this year, which is a very popular fair, is Route 66, with memorabilia and Route 66 movie-themed nights.

States and local governments across the country are reinvesting in Route 66 as an icon of American history and culture. The Federal Government should be involved in this effort as well.

H.R. 66 creates a national commission to recommend activities to commemorate the 100th anniversary of Route 66 in 2026.

The bill will also direct the Department of Transportation, as was pointed out, to develop a plan on the preservation needs of this iconic Route 66. The Department is required to consult with eight States through which Route 66 travels, which include California, Arizona, New Mexico, Texas, Oklahoma, Kansas, Missouri, and Illinois.

Mr. Speaker, Route 66 is a significant part of America's past, but it also continues to provide transportation, economic, and community benefits to our society today. We must continue to improve this historic road so that many more generations can, in the words of Chuck Berry, get their kicks on Route 66.

Mr. Speaker, I ask my colleagues to support Route 66, and I yield back the balance of my time.

□ 1700

Mr. RODNEY DAVIS of Illinois. Mr. Speaker, again, I want to thank my colleague Mrs. NAPOLITANO, and also my colleague Mr. LAHOOD, for going on the Route 66 tour and passing legislation through the Natural Resources Committee when he was a member of that committee to ensure that this Mother Road gets the recognition that it deserves when it turns 100 years old.

I will tell you, you talk about economic impacts, this road has a tremendous impact in rural America and central Illinois. When I pulled into the Pink Elephant Antique Mall yesterday, it was tough to find a parking spot on a Sunday in Livingston, Illinois, when that town has 850 people who reside there. This is a big deal.

Mrs. NAPOLITANO. Will the gentleman yield?

Mr. RODNEY DAVIS of Illinois. I yield to the gentlewoman from California.

Mrs. NAPOLITANO. My communities, as of now, are very excited about this bill and the celebration of the 100th birthday.

Mr. RODNEY DAVIS of Illinois. Mr. Speaker, I urge a "yes" vote, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Illinois (Mr. RODNEY DAVIS) that the House suspend the rules and pass the bill, H.R. 66, 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.

INNOVATIVE STORMWATER INFRASTRUCTURE ACT OF 2018

Mr. GRAVES of Louisiana. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3906) to establish centers of excellence for innovative stormwater control infrastructure, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3906

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 "Innovative Stormwater Infrastructure Act of 2018".

SEC. 2. STORMWATER INFRASTRUCTURE FUNDING TASK FORCE.

(a) *IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Environmental Protection Agency shall establish a stormwater infrastructure funding task force composed of representatives of Federal, State, and local governments and private (including nonprofit) entities to conduct a study on, and develop recommendations to improve, the availability of public and private sources of funding for the construction, rehabilitation, and operation and maintenance of stormwater infrastructure to meet the requirements of the Federal Water Pollution Control Act (33 U.S.C. 1251 et seq.).*

(b) *CONSIDERATIONS.—In carrying out subsection (a), the task force shall—*

(1) *identify existing Federal, State, and local public sources and private sources of funding for stormwater infrastructure; and*

(2) *consider—*

(A) *how funding for stormwater infrastructure from such sources has been made available, and utilized, in each State to address stormwater infrastructure needs identified pursuant to section 516(b)(1) of the Federal Water Pollution Control Act (33 U.S.C. 1375(b)(1));*

(B) *how the source of funding affects the affordability of the infrastructure (as determined based on the considerations used to assess the financial capability of municipalities under the integrated planning guidelines described in the Integrated Municipal Stormwater and Wastewater Planning Approach Framework, issued by the Environmental Protection Agency on June 5, 2012, and dated May, 2012), including consideration of the costs associated with financing the infrastructure; and*

(C) *whether such sources of funding are sufficient to support capital expenditures and long-term operation and maintenance costs necessary to meet the stormwater infrastructure needs of municipalities.*

(c) *REPORT.—Not later than 18 months after the date of enactment of this Act, the Administrator shall submit to Congress a report that describes the results of the study conducted, and the recommendations developed, under subsection (a).*

(d) *STATE DEFINED.—In this section, the term "State" has the meaning given that term in section 502 of the Federal Water Pollution Control Act (33 U.S.C. 1362).*

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Louisiana (Mr. GRAVES) and the gentleman from California (Mrs. NAPOLITANO) each will control 20 minutes.

The Chair recognizes the gentleman from Louisiana.

GENERAL LEAVE

Mr. GRAVES of Louisiana. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and include extraneous on H.R. 3906, as amended.

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

There was no objection.

Mr. GRAVES of Louisiana. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I would like to thank the chairman of the Transportation and Infrastructure Committee, BILL SHUSTER; the ranking member, Congressman DEFAZIO; and my good friend the ranking member of the subcommittee, Mrs. NAPOLITANO, for their work in progressing this bipartisan legislation.

Mr. Speaker, as we know, with the additional development that is occurring in this country, with the additional water and stormwater systems that are being built, heavy rains end up transiting or transferring pollutants, heavy metals, trash, bacteria, and many other things into our water system.

Mr. Speaker, I represent south Louisiana. The watershed that I represent drains from Montana to two Canadian provinces to New York. It is one of the largest watersheds in the world. Of course, all of that stormwater runoff ends up coming down right through my home State and contributes to one of the largest dead zones in the Nation—in fact, the largest dead zone in the Nation—which is not very compatible with us having some of the top commercial and recreational fishing and one of the largest or most productive estuaries in the United States.

So I want to thank Mr. HECK for introducing this legislation, for working with Congressman KATKO in putting this together in a bipartisan manner.

What this legislation does is it recognizes that stormwater runoff does actually transfer, or does contribute to pollutants, in our waterways, and it recognizes that this is a problem. But it also recognizes that it is a problem that needs to be solved by local, by State, and by Federal agencies, by Federal officials.

So this legislation creates a new task force to look at innovative financing, to look at new funding streams, to look at how we can do a better job integrating the various funding streams to actually achieve this objective that we all share on a bipartisan basis to help reduce the amount of pollutants and trash and other things that get into our waterways. This is an important step forward.

Mr. Speaker, in a previous life, I managed a large infrastructure program where we built tens of billions of dollars of infrastructure. One of the first things I realized is how important it was for us to look at all the funding streams that are available, and the

possible funding streams that are available, pulling those together to make sure that they are being used in a complementary manner, not managed in silos, and certainly not managed in a contradictory or in a conflicting manner.

The gentleman's legislation helps to address that. It helps look at the revenue streams that are available today, whether they are Federal, whether they are State, whether they are local funds, or perhaps even private or not-for-profit, looking at the different regulatory structures that are out there, looking at opportunities for us to achieve this bipartisan goal of reducing pollutants, of helping reduce trash, of helping reduce the dead zone and other adverse outcomes as a result of stormwater runoff from heavy rains.

Again, I want to point out that this is bipartisan legislation, that this passed the Transportation and Infrastructure Committee unanimously, that my good friend from California Mrs. NAPOLITANO worked with us on changes in the committee. I thank, again, the gentleman from Washington (Mr. HECK) and Mr. KATKO for working together on something that is an important issue, for coming up with a bipartisan solution, and looking forward to ensuring that this passes the House and passes the Senate as well to where we can get it to the President's desk.

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

Mrs. NAPOLITANO. Mr. Speaker, I yield myself such time as I may consume, because I rise in support of H.R. 3906, the Innovative Stormwater Infrastructure Act of 2018.

This bipartisan bill, as was pointed out, was introduced by our colleague from Washington, Congressman HECK, aimed at addressing one of the ongoing concerns facing our communities, an unfunded mandate—very unfunded: how to address and pay for controlling ongoing sources of stormwater that empty into our local water bodies.

According to EPA, runoff from urbanized areas is a leading source of water quality impairments on local water bodies. In urban and suburban areas, buildings and pavement cover much of the land and prevent rain and snowmelt from soaking into the ground. Instead, these developed areas rely on storm drains to carry large amounts of water runoff from roofs and paved areas to nearby waterways, and with it, as was pointed out again, high levels of pollution, such as oil, dirt, chemicals, and lawn fertilizers released directly into local streams and rivers.

Congress needs to do more to help communities come into compliance with the goals of the Clean Water Act, the unfunded mandate. We need to encourage the development of new technologies and practices for addressing stormwater runoff. We need to encourage the implementation of cost-effective, low-impact development and nature-based infrastructure alternatives.