

"including appropriate improvements to Alger County Road H-58".

(2) By adding at the end the following new subsection:

"(c) PROHIBITION OF CERTAIN CONSTRUCTION.—A scenic shoreline drive may not be constructed in the Pictured Rocks National Lakeshore."

Mr. HANSEN (during the reading). Mr. Speaker, I ask unanimous consent that the amendment in the nature of a substitute be considered as read and printed in the RECORD.

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

There was no objection.

Mr. GILMAN. Mr. Speaker, I rise today in support of S. 1408, the Lower East Side Tenement Museum Historic Site.

First, I would like to thank my colleague, the gentleman from Utah, chairman HANSON, for affording the Congress the opportunity to consider this important measure. In addition, I would like to thank all of those Members who have worked hard on this initiative, my friend and colleague from New York PETER KING, as well as our two distinguished senators from New York.

S. 1408 would establish the Lower East Side Tenement Museum in New York as a national historic site, and create an affiliation between it and the National Park Service.

The tenement museum, a private, nonprofit organization founded in 1988 by president Ruth Abram, is devoted to preserving the history of America's urban working-class immigrants. After considerable research and labor, apartments have been restored and reconstructed to reflect the lives of actual tenants.

The Lower East Side Tenement Museum serves as a window to America's immigrant past. Visitors are introduced to the daily lives and community building efforts of immigrant families from over 20 nations who owned, resided, or kept shops in the tenement buildings at that time.

Affiliated status would allow the National Park Service to join with the museum to develop joint programs, with the Statue of Liberty and Ellis Island for example, which could only enhance the visitors' experience. This building is the first tenement in the Nation to be preserved as a historic site, and represents a unique opportunity for the public to interpret his rich cultural heritage, which has contributed to the very fabric in the formation of America.

Finally, I would like to commend the president of the museum, Ruth Abrams, and her staff for all of her tireless efforts in preserving an important part of our Nation's history.

I urge all of my colleagues to support this important bill.

Ms. VELÁZQUEZ. Mr. Speaker, the popularity of historical sites like Ellis Island and the Statue of Liberty attests to the value of this nation's rich immigrant history and the importance Americans place on understanding their heritage. But the story of the immigrant experience does not end at Ellis Island. The Lower East Side Tenement Museum offers us a rare window into how our ancestors adapted to their new lives in this country.

In order to help the Tenement Museum to serve the public better, I introduced H.R. 2201, in July 1997. Senators D'AMATO and MOYNIHAN followed by introducing the Senate equivalent in November of that year. Our leg-

islation would designate the Lower East Side Tenement Museum as an affiliate of the National Park Service. The Tenement Museum is located at 97 Orchard Street in Manhattan's Lower East Side, the heart of America's immigrant tradition. The building was erected in 1863 and, over the course of 69 years, served as the first American home for thousands of immigrants from around the world.

Much of America's immigrant history begins in New York. The museum on Ellis Island explains how families from around the world journeyed to and arrived in the United States. While many newcomers set out to settle our nation's rural frontiers, many more became urban pioneers—men, women and children who settled in the city. For this reason the next chapter of the immigrant tale, their lives in America, deserves closer exploration and recognition. Thus, in seeking a home for this story, the Museum sought the quintessential expression of urban, immigrant life—the tenement.

The Lower East Side Tenement Museum bill recognizes the Museum's efforts to preserve, maintain and interpret the themes of early tenement life, the housing reform movement, and tenement architecture in the United States. Affiliate status would allow this private non-profit museum to fully participate in the programs and activities of the National Park Service while complimenting the Park Services trinity of Ellis Island, Clinton Castle and the Statue of Liberty at no cost to American taxpayers.

By making the museum an affiliate of the National Park Service, the immigrant story is personalized—linking Ellis Island, the Statue of Liberty and a Lower East Side Tenement. As visitors understand this story more fully, they will gain greater insight into who they are and where they came from. I urge all of you to support this national treasure.

The amendment in the nature of a substitute was agreed to.

The Senate bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

WEIR FARM NATIONAL HISTORIC SITE, CONNECTICUT

Mr. HANSEN. Mr. Speaker, I ask unanimous consent that the Committee on Resources be discharged from further consideration of the Senate bill (S. 1718) to amend the Weir Farm National Historic Site Establishment Act of 1990 to authorize the acquisition of additional acreage for the historic site to permit the development of visitor and administrative facilities and to authorize the appropriation of additional amounts from the acquisition of real and personal property, and ask for its immediate consideration in the House.

The Clerk read the title of the Senate bill.

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

There was no objection.

The Clerk read the Senate bill, as follows:

S. 1718

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

SECTION 1. WEIR FARM NATIONAL HISTORIC SITE, CONNECTICUT.

(a) ACQUISITION OF LAND FOR VISITOR AND ADMINISTRATIVE FACILITIES.—Section 4 of the Weir Farm National Historic Site Establishment Act of 1990 (16 U.S.C. 461 note; Public Law 101-485; 104 Stat. 1171) is amended by adding at the end the following:

"(d) ACQUISITION OF LAND FOR VISITOR AND ADMINISTRATIVE FACILITIES; LIMITATIONS.—

"(1) ACQUISITION.—

"(A) IN GENERAL.—To preserve and maintain the historic setting and character of the historic site, the Secretary may acquire not more than 15 additional acres for the development of visitor and administrative facilities for the historic site.

"(B) PROXIMITY.—The property acquired under this subsection shall be contiguous to or in close proximity to the property described in subsection (b).

"(C) MANAGEMENT.—The acquired property shall be included within the boundary of the historic site and shall be managed and maintained as part of the historic site.

"(2) DEVELOPMENT.—The Secretary shall keep development of the property acquired under paragraph (1) to a minimum so that the character of the acquired property will be similar to the natural and undeveloped landscape of the property described in subsection (b).

"(3) AGREEMENTS.—Prior to and as a prerequisite to any development of visitor and administrative facilities on the property acquired under paragraph (1), the Secretary shall enter into 1 or more agreements with the appropriate zoning authority of the town of Ridgefield, Connecticut, and the town of Wilton, Connecticut, for the purposes of—

"(A) developing the parking, visitor, and administrative facilities for the historic site; and

"(B) managing bus traffic to the historic site and limiting parking for large tour buses to an offsite location."

(b) INCREASE IN MAXIMUM ACQUISITION AUTHORITY.—Section 7 of the Weir Farm National Historic Site Act of 1990 (16 U.S.C. 461 note; Public Law 101-485; 104 Stat. 1173) is amended by striking "\$1,500,000" and inserting "\$4,000,000".

AMENDMENT IN THE NATURE OF A SUBSTITUTE
OFFERED BY MR. HANSEN

Mr. HANSEN. Mr. Speaker, I offer an amendment in the nature of a substitute.

The Clerk read as follows:

Amendment in the nature of a substitute offered by Mr. Hansen:

Strike out all after the enacting clause and insert the following:

SECTION 1. WEIR FARM NATIONAL HISTORIC SITE, CONNECTICUT.

(a) ACQUISITION OF LAND FOR VISITOR AND ADMINISTRATIVE FACILITIES.—Section 4 of the Weir Farm National Historic Site Establishment Act of 1990 (16 U.S.C. 461 note; Public Law 101-485; 104 Stat. 1171) is amended by adding at the end the following:

"(d) ACQUISITION OF LAND FOR VISITOR AND ADMINISTRATIVE FACILITIES; LIMITATIONS.—

"(1) ACQUISITION.—

"(A) IN GENERAL.—To preserve and maintain the historic setting and character of the historic site, the Secretary may acquire not more than 15 additional acres for the development of visitor and administrative facilities for the historic site.

"(B) PROXIMITY.—The property acquired under this subsection shall be contiguous to or in close proximity to the property described in subsection (b).

"(C) MANAGEMENT.—The acquired property shall be included within the boundary of the historic site and shall be managed and maintained as part of the historic site.

“(2) DEVELOPMENT.—The Secretary shall keep development of the property acquired under paragraph (1) to a minimum so that the character of the acquired property will be similar to the natural and undeveloped landscape of the property described in subsection (b).

“(3) AGREEMENTS.—Prior to and as a prerequisite to any development of visitor and administrative facilities on the property acquired under paragraph (1), the Secretary shall enter into 1 or more agreements with the appropriate zoning authority of the town of Ridgefield, Connecticut, and the town of Wilton, Connecticut, for the purposes of—

“(A) developing the parking, visitor, and administrative facilities for the historic site; and

“(B) managing bus traffic to the historic site and limiting parking for large tour buses to an offsite location.”.

(b) INCREASE IN MAXIMUM ACQUISITION AUTHORITY.—Section 7 of the Weir Farm National Historic Site Act of 1990 (16 U.S.C. 461 note; Public Law 101-485; 104 Stat. 1173) is amended by striking “\$1,500,000” and inserting “\$4,000,000”.

SEC. 2. ACQUISITION AND MANAGEMENT OF WILCOX RANCH, UTAH, FOR WILDLIFE HABITAT.

(a) FINDINGS.—Congress finds the following:

(1) The lands within the Wilcox Ranch in eastern Utah are prime habitat for wild turkeys, eagles, hawks, bears, cougars, elk, deer, bighorn sheep, and many other important species, and Range Creek within the Wilcox Ranch could become a blue ribbon trout stream.

(2) These lands also contain a great deal of undisturbed cultural and archeological resources, including ancient pottery, arrowheads, and rock homes constructed centuries ago.

(3) These lands, while comprising only approximately 3,800 acres, control access to over 75,000 acres of Federal lands under the jurisdiction of the Bureau of Land Management.

(4) Acquisition of the Wilcox Ranch would benefit the people of the United States by preserving and enhancing important wildlife habitat, ensuring access to lands of the Bureau of Land Management, and protecting priceless archeological and cultural resources.

(5) These lands, if acquired by the United States, can be managed by the Utah Division of Wildlife Resources at no additional expense to the Federal Government.

(b) ACQUISITION OF LANDS.—As soon as practicable, after the date of the enactment of this Act, the Secretary of the Interior shall acquire, through purchase, the Wilcox Ranch located in Emery County, in eastern Utah.

(c) FUNDS FOR PURCHASE.—The Secretary of the Interior is authorized to use not more than \$5,000,000 from the land and water conservation fund established under section 2 of the Land and Water Conservation Fund Act of 1965 (16 U.S.C. 4601-5) for the purchase of the Wilcox Ranch under subsection (b).

(d) MANAGEMENT OF LANDS.—Upon payment by the State of Utah of one-half of the purchase price of the Wilcox Ranch to the United States, or transfer by the State of Utah of lands of the same such value to the United States, the Secretary of the Interior shall transfer to the State of Utah all right, title, and interest of the United States in and to those Wilcox Ranch lands acquired under subsection (b) for management by the State Division of Wildlife Resources for wildlife habitat and public access.

SEC. 3. LAND CONVEYANCE, YAVAPAI COUNTY, ARIZONA.

(a) CONVEYANCE REQUIRED.—Notwithstanding any other provision of law, the Secretary

of the Interior shall convey, without consideration and for educational related purposes, to Embry-Riddle Aeronautical University, Florida, a nonprofit corporation authorized to do business in the State of Arizona, all right, title, and interest of the United States, if any, to a parcel of real property consisting of approximately 16 acres in Yavapai County, Arizona, which is more fully described as the parcel lying east of the east right-of-way boundary of the Willow Creek Road in the southwest one-quarter of the southwest one-quarter (SW¹/₄SW¹/₄) of section 2, township 14 north, range 2 west, Gila and Salt River meridian.

(b) TERMS OF CONVEYANCE.—Subject to the limitation that the land to be conveyed is to be used only for educational related purposes, the conveyance under subsection (a) is to be made without any other conditions, limitations, reservations, restrictions, or terms by the United States. If the Secretary of the Interior determines that the conveyed lands are not being used for educational related purposes, at the option of the United States, the lands shall revert to the United States.

SEC. 4. LAND EXCHANGE, EL PORTAL ADMINISTRATIVE SITE, CALIFORNIA.

(a) AUTHORIZATION OF EXCHANGE.—If the non-Federal lands described in subsection (b) are conveyed to the United States in accordance with this section, the Secretary of the Interior shall convey to the party conveying the non-Federal lands all right, title, and interest of the United States in and to a parcel of land consisting of approximately 8 acres administered by the Department of Interior as part of the El Portal Administrative Site in the State of California, as generally depicted on the map entitled “El Portal Administrative Site Land Exchange”, dated June 1998.

(b) RECEIPT OF NON-FEDERAL LANDS.—The parcel of non-Federal lands referred to in subsection (a) consists of approximately 8 acres, known as the Yosemite View parcel, which is located adjacent to the El Portal Administrative Site, as generally depicted on the map referred to in subsection (a). Title to the non-Federal lands must be acceptable to the Secretary of the Interior, and the conveyance shall be subject to such valid existing rights of record as may be acceptable to the Secretary. The parcel shall conform with the title approval standards applicable to Federal land acquisitions.

(c) EQUALIZATION OF VALUES.—If the value of the Federal land and non-Federal lands to be exchanged under this section are not equal in value, the difference in value shall be equalized through a cash payment or the provision of goods or services as agreed upon by the Secretary and the party conveying the non-Federal lands.

(d) APPLICABILITY OF OTHER LAWS.—Except as otherwise provided in this section, the Secretary of the Interior shall process the land exchange authorized by this section in the manner provided in part 2200 of title 43, Code of Federal Regulations, as in effect on the date of the enactment of this subtitle.

(e) BOUNDARY ADJUSTMENT.—Upon completion of the land exchange, the Secretary shall adjust the boundaries of the El Portal Administrative Site as necessary to reflect the exchange. Lands acquired by the Secretary under this section shall be administered as part of the El Portal Administrative Site.

(f) MAP.—The map referred to in subsection (a) shall be on file and available for inspection in appropriate offices of the Department of the Interior.

(g) ADDITIONAL TERMS AND CONDITIONS.—The Secretary of the Interior may require such additional terms and conditions in connection with the land exchange under this

section as the Secretary considers appropriate to protect the interests of the United States.

Mr. MALONEY of Connecticut. Mr. Speaker, I rise today to urge passage of S. 1718, companion legislation to H.R. 3383, of which I am the author. I would like to thank Mr. HANSEN and Mr. FALEOMAVAEGA, as well as Mr. MILLER and Mr. YOUNG, for their efforts on behalf of this important legislation. I would also like to commend Rick Healy and Allen Freemeyer of the House Resources Committee staff for their hard work.

Weir Farm is a cultural treasure that commemorates and preserves the homestead of American Impressionist painter J. Alden Weir. Weir is widely recognized as one of the leaders of the American Impressionist movement. The Weir Farm National Historic Site is Connecticut's only national park. The grounds of Weir Farm were the primary subject of Weir's work, and the preservation of this environment is vital not only to Connecticut's tourist economy, but also to preserving the unique artistic heritage of America. Under this bill, the National Park Service is authorized to acquire 13 additional acres of land adjacent to the existing Weir Farm site. In addition, it authorizes the construction of a visitors center and a gallery for the display of American Art.

In 1990, under the leadership of Sens. LIEBERMAN and DODD, Congress made Weir Farm part of the National Park System and the first site to honor an American painter. This legislation (P.L. 101-485) authorized the Park Service to acquire 62 acres of the original Weir property along with several of the buildings that Weir lived and worked in, as well as many of the original furnishings. Those visitors who make their way to Weir Farm each year can tour the studio where Weir and his successors toiled, and the classic New England barn that caught the eye of many visiting artists that was rehabilitated with a generous appropriation from Congress. Unfortunately, these visitors cannot view the wonderful collection of Impressionist works are in the process of being acquired through private donations. The historic buildings are ill-equipped to accommodate even a limited visitor center, let alone a museum-quality gallery. The legislation before us today will also help the park fulfill another critical part of its mission, which is to reunite Weir Farm's historic landscape with the rich array of art it inspired.

One of the most important provisions in this legislation is an agreement that has already been approved by town officials of Ridgefield, Connecticut and the National Park Service that limits what the Park Service may or may not do in developing the site. Credit should be given to town officials in Ridgefield and to the National Park Service, especially Park Superintendent Sarah Olson, for their tireless commitment to making this Weir Farm expansion a reality. The agreement will limit the number of parking spaces, prohibit the sale of food and beverages on the site, and control traffic in the area. It also requires the Park Service to proceed through the usual Planning and Zoning Commission process for review of the proposed improvements.

This legislation is a tremendous step toward enhancing visitors' enjoyment of Connecticut's only National Park, and I am very appreciative of the work that Senators DODD and LIEBERMAN have done on it in the Senate. This bill represents a balanced approach to the

proposed expansion that is acceptable to not only the Park Service, but more important, to the residents in the Ridgefield-Wilton, Connecticut area.

I am proud to have worked for the passage of this important legislation, and I would urge support for S. 1718.

Mrs. KENNELLY of Connecticut. Mr. Speaker, I rise in strong support of this bill introduced by my colleagues from Connecticut Senator JOE LIEBERMAN, Senator CHRISTOPHER DODD, and Congressman JIM MALONEY.

The Weir Farm National Historic Site was added to the National Park System by Congress in 1990. This beautiful area in Connecticut was the home of painter J. Alden Weir, a leader of the Impressionist movement in American art during the last century. Like Monet's Giverny, this picturesque and genuinely American landscape served as the inspiration behind Weir's paintings and a generation of other American artists who journeyed to visit the farm during this time.

Today, thousands of visitors still come to Weir Farm to tour the studio and landscape that fueled the Impressionist movement in the New World. The site and studio has been wonderfully preserved over the years by Weir's family and fellow artists. Congress made this site the first in the country to honor an American painter, and the State of Connecticut contributed by purchasing the initial 60 acres of open space surrounding the homestead.

The legislation we are currently debating will allow one more addition to this Historic Site. It would allow the Park Service to purchase 15 additional acres of land adjacent to Weir Farm to construct a Visitors Center to hold park information and display many of the wonderful paintings inspired by the area. The Park Service and local communities have asked for this permission because their facilities, mostly preserved from the 19th Century, are not adequate to meet this goal. Also, construction of such a facility on existing land would tragically impact this open area. The chance to provide our children and future generations access to these great works of American art in the setting they were created is an opportunity we cannot let pass by.

I urge my colleagues to support and pass this important legislation.

Mr. MILLER of California. Mr. Speaker, I'm pleased that we are here today to consider and pass H.R. 4483, the Rosie the Riveter National Park Service Affiliated Site Study Act of 1998.

The role of women in the U.S. workforce was forever changed during World War II when women throughout the country took over jobs previously held by men who went off to war. Millions of women who had never expected to find themselves working outside the home did just that in order to support their families and keep the nation's economy running through the war years. The now infamous slogan of "We can do it" and nicknames such as "Rosie the Riveter" and "Wendy the Welder" came to represent these women and the work they did.

This legislation directs the National Park Service to study the feasibility of giving federal designation to the site of the old Kaiser shipyards in Richmond, California. Thousands of "Rosies" and "Wendys" built some 747 Liberty and Victory ships which were immediately commissioned into the U.S. Navy and sent to

fight in the war from shipyards located in my district.

I have had the honor of meeting and talking with many of the former shipbuilders and hearing their stories. Their connection with the men fighting on the ships and their support for the war effort led the workers to strive for perfection in each task, and gained them the respect of their employers and all Americans. Realizing the value of the women workers, many shipyards conducted around the clock day care centers and schools on site so the mothers could know their children were well cared for nearby.

The stories of these women is an important part of the history of the nation, and their sacrifice and effort deserved to be recognized by our country and preserved for generations to come. The city of Richmond, California, has established the Rosie the Riveter Park on the site of the Kaiser shipyards during World War II where so many of the Liberty ships were constructed. By passing this legislation, Congress honors these women who did so much to help us win World War II. I urge my colleagues to join me in passing this important bill.

Mr. DINGELL. Mr. Speaker, I would like to thank Representative HANSEN for bringing this legislation before the House for consideration. I am deeply grateful for his support and the work he has done on H.R. 3910.

The industrial, cultural, and natural heritage legacies of Michigan's automobile industry are nationally significant; they have made this a greater country. In cities across Michigan, such as Detroit, Dearborn, Flint, Kalamazoo, Lansing, and Saginaw, the automobile was designed and manufactured and in turn helped establish and expand the United States as an industrial power. The industrial strength of automobile manufacturing was vital to defending freedom and democracy in two world wars and fueled our economic growth in the modern era.

Automobile heritage is more than the assembly lines and engineering rooms where cars were created and built. Turning a vision into a reality, the story of the automobile is a tale of hard work and growth. It is the shared history of millions of Americans who fought, during the labor movement, for good wages and benefits. This industry shaped 20th Century America like no other; it is the quintessential American story. It is a story worth celebrating and sharing.

The end product of all this hard work and cooperation, the Automobile National Heritage Area, creates something special and lasting both for Michigan and America. Again, I think my colleague from Utah, Representative HANSEN, along with Chairman DON YOUNG. The gentleman from Utah has done a superb job, and I salute him. I say to my colleagues from both sides of the aisle, and from all regions of America, that the Automobile National Heritage Area will enormously benefit the people of the 16th District in the State of Michigan and those who work in and are dependent upon the auto industry. This area is very, very important to us in Michigan in terms of remembering our history, who we are, and what we have done to build America.

But all these efforts in Washington would not have come about if not for the years of planning by educators, local officials, and business leaders to bring together—in one package—a way to preserve this story. These

local, grassroots efforts have been supported by many organizations in Michigan, including our major automobile manufacturers, labor organizations, businesses, towns and cities, chambers of commerce, and elected officials from both parties. There are too many individuals to thank today. But I would like to extend my gratitude to Ed Bagale of the University of Michigan-Dearborn, Steve Hamp of the Henry Ford Museum, Sandra Clark of the State of Michigan, Maud Lyon of the Detroit Historical Museum, Bill Chapin, and Barbara Nelson-Jameson of the National Parks Service.

I urge my colleagues to support the rich history and tradition of the automobile. Support this unique American story. Support H.R. 3910.

Mr. RILEY. Mr. Speaker, I rise today to support H.R. 3910.

This bipartisan bill is supported by the leadership on both sides of the aisle, the Resources Committee, the Administration, and the National Park Service. H.R. 3910 creates two new historic sites that will help further our nation's celebration of the "American Experience."

Of particular interest to me is a provision in the bill to authorize the establishment of the Tuskegee Airmen National Historic Site at Moton Field, Alabama. I have been working for over a year to secure this important tribute to the famed Tuskegee Airmen of World War II.

Mr. Speaker, by any standard, the Tuskegee Airmen were and are American heroes.

Despite a widespread belief that they, as African-Americans, did not possess the abilities to be effective war fighters, the famed Tuskegee Airmen of World War II proved that they were among the best pilots in the North African, Sicilian, and European Campaigns.

Affectionately known as the "Red Tails" (for the red paint on the tails of their aircraft) by the bomber crews they protected, the pilots of Tuskegee did not lose a single bomber in their care to enemy fighters. Because of their heroic service, the Tuskegee Airmen were one of America's most highly decorated fighter groups of World War II. Upon returning home, the Tuskegee Airmen had won 150 Distinguished Flying Crosses, one Legion of Merit, one Silver Star, 14 Bronze Stars, and 744 Air Medals. But the price was high. Of the 450 pilots that saw combat during World War II, 66 were killed in action and another 32 were taken prisoners of war.

However, Mr. Speaker, the contributions of the Tuskegee Airmen did not end with the war. Because of their demonstrated ability as an effective fighting force and their individual heroism, the Tuskegee Airmen gave President Harry S. Truman all the proof he needed to justify his decision in 1948 to desegregate the United States military.

And in the following decades, the Airmen's accomplishments during the war served as an inspiration for the civil rights movement as a whole.

Last August, I asked the National Park Service to conduct a feasibility study for developing Moton Field at Tuskegee University, Alabama, as a National Historic Site. Mr. Speaker, I want to commend the Park Service for their fine work on this undertaking. It is because of this study that I decided to introduce H.R. 4211, which is included in the bill we are considering this today.

This legislation will allow the National Park Service to tell the American people the most accurate and comprehensive story of Tuskegee Airmen—a story about individuals who overcame racism and intolerance in their own country, so that they could fight oppression and intolerance by the Axis powers in Europe.

The Tuskegee Airmen National Historic Site will focus on life at Moton Field and the accomplishments of the Airmen themselves. Specifically, the park will highlight:

1. The impact of the Tuskegee Airmen during World War II;

2. The training process for the Tuskegee Airmen and the strategic role that Tuskegee Institute (now Tuskegee University) played in that training;

3. The African-American struggle for greater participation in the U.S. military and more significant roles in defending their country;

4. The significance of successes of the Tuskegee Airmen in leading to desegregation of the U.S. military shortly after World War II; and

5. The impact of Tuskegee Airmen accomplishments on subsequent civil rights advances of the 1950s and 1960s.

Mr. Speaker, we should neither discount nor forget the influence of the Tuskegee Airmen on the "American Experience." The Tuskegee Airmen, in my view, should be immortalized, honored and thanked for their courageous and selfless efforts to preserve and protect the freedom that every American enjoys today. I believe that the Tuskegee Airmen National Historic Site will be a fitting and worth tribute to these American heroes.

Unfortunately, time has begun to take its toll on the Tuskegee Airmen. Many are no longer with us. That is why I would like to move forward with this legislation as quickly as possible so that the remaining Airmen will have the opportunity to see their legacy enshrined in the Tuskegee Airmen National Historic Site.

Passing H.R. 3910 is the first step to making this project a reality. Again, the story of the Tuskegee Airmen is one that I believe must be told and I believe—and I hope my colleagues will agree—that they deserve nothing less.

Mr. Speaker, H.R. 3910 is a good bill that has wide bipartisan support. Therefore, I urge my colleagues to pass this important legislation.

Mr. HANSEN (during the reading). Mr. Speaker, I ask unanimous consent that the amendment in the nature of a substitute be considered as read and printed in the RECORD.

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

There was no objection.

The amendment in the nature of a substitute was agreed to.

The Senate bill was ordered to be read a third time, was read the third time, and passed.

The title of the Senate bill was amended so as to read:

Amend the title so as to read: "To amend the Weir Farm National Historic Site Establishment Act of 1990 to authorize the acquisition of additional acreage for the historic site to permit the development of visitor and administrative facilities and to authorize the appropriation of additional amounts for the acquisition of real and personal property, and for other purposes."

A motion to reconsider was laid on the table.

AUTOMOBILE NATIONAL HERITAGE AREA ACT OF 1998

Mr. HANSEN. Mr. Speaker, I ask unanimous consent that the Committee on Resources be discharged from further consideration of the bill (H.R. 3910) to authorize the Automobile National Heritage Area, and ask for its immediate consideration in the House.

The Clerk read the title of the bill.

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

There was no objection.

The Clerk read the bill, as follows:

H.R. 3910

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 "Automobile National Heritage Area Act of 1998".

SEC. 2. FINDINGS AND PURPOSES.

(a) FINDINGS.—The Congress finds that—

(1) the industrial, cultural, and natural heritage legacies of Michigan's automobile industry are nationally significant;

(2) in the areas of Michigan including and in proximity to Detroit, Dearborn, Flint, and Lansing, the design and manufacture of the automobile helped establish and expand the United States industrial power;

(3) the industrial strength of automobile manufacturing was vital to defending freedom and democracy in 2 world wars and played a defining role in American victories;

(4) the economic strength of our Nation is connected integrally to the vitality of the automobile industry, which employs millions of workers and upon which 1 out of 7 United States jobs depends;

(5) the industrial and cultural heritage of the automobile industry in Michigan includes the social history and living cultural traditions of several generations;

(6) the United Auto Workers and other unions played a significant role in the history and progress of the labor movement and the automobile industry;

(7) the Department of the Interior is responsible for protecting and interpreting the Nation's cultural and historic resources, and there are significant examples of these resources within Michigan to merit the involvement of the Federal Government to develop programs and projects in cooperation with the Automobile National Heritage Area Partnership, Incorporated, the State of Michigan, and other local and governmental bodies, to adequately conserve, protect, and interpret this heritage for the educational and recreational benefit of this and future generations of Americans;

(8) the Automobile National Heritage Area Partnership, Incorporated would be an appropriate entity to oversee the development of the Automobile National Heritage Area; and

(9) 2 local studies, "A Shared Vision for Metropolitan Detroit" and "The Machine That Changed the World", and a National Park Service study, "Labor History Theme Study: Phase III; Suitability-Feasibility", demonstrated that sufficient historical resources exist to establish the Automobile National Heritage Area.

(b) PURPOSE.—The purpose of this Act is to establish the Automobile National Heritage Area to—

(1) foster a close working relationship with all levels of government, the private sector,

and the local communities in Michigan and empower communities in Michigan to conserve their automotive heritage while strengthening future economic opportunities; and

(2) conserve, interpret, and develop the historical, cultural, natural, and recreational resources related to the industrial and cultural heritage of the Automobile National Heritage Area.

SEC. 3. DEFINITIONS.

For purposes of this Act:

(1) BOARD.—The term "Board" means the Board of Directors of the Partnership.

(2) HERITAGE AREA.—The term "Heritage Area" means the Automobile National Heritage Area established by section 4.

(3) PARTNERSHIP.—The term "Partnership" means the Automobile National Heritage Area Partnership, Incorporated (a nonprofit corporation established under the laws of the State of Michigan).

(4) SECRETARY.—The term "Secretary" means the Secretary of the Interior.

SEC. 4. AUTOMOBILE NATIONAL HERITAGE AREA.

(a) ESTABLISHMENT.—There is established in the State of Michigan the Automobile National Heritage Area.

(b) BOUNDARIES.—

(1) IN GENERAL.—Subject to paragraph (2), the boundaries of the Heritage Area shall include lands in Michigan that are related to the following corridors:

(A) The Rouge River Corridor.

(B) The Detroit River Corridor.

(C) The Woodward Avenue Corridor.

(D) The Lansing Corridor.

(E) The Flint Corridor.

(F) The Sauk Trail/Chicago Road Corridor.

(2) SPECIFIC BOUNDARIES.—The specific boundaries of the Heritage Area shall be those specified in the management plan approved under section 6.

(3) MAP.—The Secretary shall prepare a map of the Heritage Area which shall be on file and available for public inspection in the office of the Director of the National Park Service.

(4) CONSENT OF LOCAL GOVERNMENTS.—(A) The Partnership shall provide to the government of each city, village, and township that has jurisdiction over property proposed to be included in the Heritage Area written notice of that proposal.

(B) Property may not be included in the Heritage Area if—

(i) the Partnership fails to give notice of the inclusion in accordance with subparagraph (A);

(ii) any local government to which the notice is required to be provided objects to the inclusion, in writing to the Partnership, by not later than the end of the period provided pursuant to clause (iii); or

(iii) fails to provide a period of at least 60 days for objection under clause (ii).

(c) ADMINISTRATION.—The Heritage Area shall be administered in accordance with this Act.

(d) ADDITIONS AND DELETIONS OF LANDS.—The Secretary may add or remove lands to or from the Heritage Area in response to a request from the Partnership.

SEC. 5. DESIGNATION OF PARTNERSHIP AS MANAGEMENT ENTITY.

(a) IN GENERAL.—The Partnership shall be the management entity for the Heritage Area.

(b) FEDERAL FUNDING.—

(1) AUTHORIZATION TO RECEIVE FUNDS.—The Partnership may receive amounts appropriated to carry out this Act.

(2) DISQUALIFICATION.—If a management plan for the Area is not submitted to the Secretary as required under section 6 within