

from West Virginia (Mr. RAHALL) each will control 20 minutes.

The Chair recognizes the gentleman from Arizona.

GENERAL LEAVE

Mr. RENZI. 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 Arizona?

There was no objection.

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

H.R. 4376, introduced by Congressman RICHARD NEAL of Massachusetts and amended by the House Resources Committee, would authorize the National Park Service to enter into a cooperative agreement with the State of Massachusetts on behalf of Springfield Technical Community College to maintain and preserve lands the college owns and administers within the Springfield Armory National Historic Site.

This is a noncontroversial bill, and I urge its adoption.

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

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

(Mr. RAHALL asked and was given permission to revise and extend his remarks.)

Mr. RAHALL. Mr. Speaker, the majority has already explained the purpose of H.R. 4376, which was introduced by our colleague from Massachusetts, Representative RICHARD NEAL.

For nearly 200 years, the Springfield Armory was important to the manufacture of U.S. military small arms.

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The national historic site, which was established in 1974, includes historic resources administered by the National Park Service as well as historic resources owned by the Commonwealth of Massachusetts on behalf of the Springfield Community College.

The gentleman from Massachusetts, Representative NEAL, is to be commended for his efforts to preserve this historic site. He has worked diligently to maintain and enhance the relationship between Federal, State and local interests involved in the preservation and interpretation of the historic resources located at the Springfield Armory site.

Mr. Speaker, we support H.R. 4376 and urge adoption of the legislation by the House today.

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

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

Mr. Speaker, I want to add a personal note, if I could.

In 1960, my father, Major General Gene Renzi, went to Springfield Armory and bought two 30.06 sniper rifles that were used in the Korean War. We

bought them for \$1 each. We restored them, and those are the same deer hunting rifles that I used and I now pass on to my son. The guys coming back from the Korean War and World War II would actually dispense these rifles through the Springfield Armory.

So for a guy who is a deer hunter, who is not that good of a shot, but for a guy who is a deer hunter, my first 30.06 we ever got came out of the Springfield Armory Works.

So I am thankful today to be able to work with the ranking member and see this legislation pushed through.

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

Mr. NEAL of Massachusetts. Mr. Speaker, I rise in support of H.R. 4376, the "Springfield Armory National Historic Site, Massachusetts Act of 2005." This legislation authorizes the National Park Service to enter into a cooperative agreement with the Commonwealth of Massachusetts on behalf of Springfield Technical Community College.

Over 30 years ago, in 1974, my predecessor, Congressman Edward Boland, and Senator KENNEDY were successful in creating the Springfield Armory National Historic Site. This Boland-Kennedy legislation set in motion three decades of cooperation between the National Park Service, which manages the armory museum, and Springfield Technical Community College.

The National Park Service and Springfield Technical Community College are neighbors that together occupy the National Historic Site.

The Springfield Armory was the first national armory in the United States. In fact, the armory was founded in 1777, when the site was selected as the location for a magazine and laboratory for the development, production, and storage of guns and powder during the American Revolution.

Following the American Revolutionary War, in 1794 Congress officially established the Springfield Armory. George Washington visited the site, which also happened to be the site of Shay's Rebellion. For much of the 19th century, the Springfield Armory developed, manufactured and supplied most of the small arms used by the United States armed services. The Springfield Armory National Historic Site has a rich heritage that is an integral part of our Nation's history.

In 1968 the armory was deactivated as a military installation and in 1974 Congress established the National Historic Site. The National Park Service has operated the armory museum on these grounds, and it houses the most outstanding and historically significant arms collection in the country.

The future and fate of both the armory museum and Springfield Technical Community College are inextricably linked. Many of the historic buildings on the site are actually located on the college's property, not National Park Service land, although a visitor to the campus would not be able to tell where NPS property ends and college property begins.

The land outside the portion of the site administered by NPS is known as the "Preservation Control Area." These college-owned buildings are subject to strict architectural and preservation rules. Many of these historic buildings owned by the college must be preserved and maintained pursuant to standards defined by the Secretary of the Interior. But

these historic buildings are in a state of great disrepair and the college cannot easily move to maintain and preserve them absent the full participation of the Park Service. Not only does this deterioration of the facilities hurt the college, but also undermines the attractiveness of the National Park Service area, including the armory museum.

My legislation seeks to recognize and update the partnership that has existed over these many years between the Park Service and the college by authorizing the Park Service to enter into a cooperative agreement with the Commonwealth for NPS to provide financial assistance to the college for the purpose of maintaining, preserving, renovating, and rehabilitating the many historic structures within the Springfield Armory National Historic Site.

The Park Service frequently enters into such cooperative agreements where the object of the agreement is of direct benefit to the Park Service and its mission or for other public purposes. If these great historic buildings on the site can be renovated with the assistance of the Park Service, it will bring forward a more vibrant and attractive historic site and museum. The Park Service and the college will be able to partner on many joint educational ventures that utilize these revitalized historic facilities.

The Springfield Armory National Historic Site is a treasure to the city of Springfield, the Commonwealth of Massachusetts and to the Nation. The site is in desperate need of renovation. Enactment of this legislation is the first step toward ensuring the preservation of a site, which has played so vital a role in our Nation's history.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Arizona (Mr. RENZI) that the House suspend the rules and pass the bill, H.R. 4376, as amended.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

#### TRAIL OF TEARS STUDY ACT

Mr. RENZI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3085) to amend the National Trails System Act to update the feasibility and suitability study originally prepared for the Trail of Tears National Historic Trail and provide for the inclusion of new trail segments, land components, and campgrounds associated with that trail, and for other purposes, as amended.

The Clerk read as follows:

H.R. 3085

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

#### SECTION 1. REVISION OF FEASIBILITY AND SUITABILITY STUDY OF TRAIL OF TEARS NATIONAL HISTORIC TRAIL.

*Section 5(a)(16) of the National Trails System Act (16 U.S.C. 1244(a)(16)) is amended—*

*(1) in subparagraph (B), by striking "subsections" and inserting "sections"; and*

*(2) by adding at the end the following new subparagraph:*

*"(C) Not later than 6 months after the date of the enactment of this Act, the Secretary of the*

*Interior shall complete the remaining criteria and submit to Congress a study regarding the feasibility and suitability of designating, as additional components of the Trail of Tears National Historic Trail, the following routes and land components by which the Cherokee Nation was removed to Oklahoma:*

*"(i) The Bengé and Bell routes.*

*"(ii) The land components of the designated water routes in Alabama, Arkansas, Oklahoma, and Tennessee.*

*"(iii) The routes from the collection forts in Alabama, Georgia, North Carolina, and Tennessee to the emigration depots.*

*"(iv) The related campgrounds located along the routes and land components described in clauses (i) through (iii)."*

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Arizona (Mr. RENZI) and the gentleman from West Virginia (Mr. RAHALL) each will control 20 minutes.

The Chair recognizes the gentleman from Arizona.

#### GENERAL LEAVE

Mr. RENZI. 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 Arizona?

There was no objection.

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

H.R. 3085, introduced by Congressman ZACK WAMP of Tennessee and amended by the House Resources Committee, would amend the National Trails System Act to update the feasibility and suitability study originally prepared for the Trail of Tears in 1987 to provide for the inclusion of new trail segments, land components, and campgrounds associated with the trail, particularly the Bell and Bengé segments.

As my colleagues are aware, the Trail of Tears National Historic Trail encompasses the primary water route and northern land route used during the forced removal of the Cherokee Nation from its homelands in the Southeast United States to Indian Territory, which is present-day Oklahoma.

I urge adoption of this bill.

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

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

(Mr. RAHALL asked and was given permission to revise and extend his remarks.)

Mr. RAHALL. Mr. Speaker, the majority has already explained the purpose of H.R. 3085 which was introduced by our colleague from Tennessee, Mr. ZACK WAMP.

There is wide support for a trail study and designation by members of the Cherokee Nation and others interested in the history of the forced removal of Native Americans from portions of the Eastern U.S. It is our hope that the study of these additional trail segments will help to develop the most appropriate means to preserve and interpret this important aspect of our American History.

Mr. Speaker, we support H.R. 3085 and I have no objection to adoption of the legislation by the House today.

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

Mr. RENZI. Mr. Speaker, I yield such time as he may consume to the gentleman from Tennessee, Mr. ZACK WAMP, the author of the bill.

Mr. WAMP. Mr. Speaker, I want to thank both gentlemen, the gentleman from Arizona and the gentleman from West Virginia, certainly the chairman of the full committee, Mr. POMBO, the subcommittee chairman, the ranking member of the subcommittee as well, and everyone who has worked on this bill. I am very proud to be the lead sponsor of H.R. 3085. I think it is a very important issue for the Congress to take up, and I urge all of my colleagues to vote for it.

H.R. 3085, the Trail of Tears Study Act, is cosponsored by 20 of my colleagues, all from districts and States in which the additional components are located. I would also like to add that S. 1970, the Senate companion bill, is sponsored by Senator TOM COBURN and cosponsored by the majority leader, BILL FRIST, and Senator LAMAR ALEXANDER.

As a consequence of the Indian Removal Act of 1830, a detachment led by John Bengé traveled 734 miles starting at Fort Payne, Alabama, and continuing through Tennessee, Kentucky, Missouri, Arkansas and Oklahoma.

The treaty party group, led by John A. Bell, traveled 765 miles, starting at Charleston, Tennessee, traveling through 10 counties in Tennessee, passing through Arkansas, and on to Oklahoma. Also included are 29 forts and immigration depots located near Fort Payne, Alabama; Ross's Landing, present-day Chattanooga; and Fort Cass, present-day Charleston, Tennessee, where the Cherokee initially were taken after being rounded up from their homes.

Consequently, the intent of H.R. 3085 is to study an expansion of the current Trail of Tears National Historic Trail, which Congress designated in 1987, to include these additional documented components into the National Trails System Act.

The proposed additions have been documented by the National Park Service historians, military journals and newspaper accounts. The bill directs the Secretary of the Interior to complete within 6 months the remaining criteria necessary to determine the designation of additional routes to the Trail of Tears National Historic Trail.

Even today, many interpretation activities along the Trail of Tears seek to remember the historic routes taken by the Bengé detachment and the Bell Treaty party as we are considering inclusion in the National Trails System.

I want to be very clear that it is my intent that this legislation respect private property rights absolutely. I believe the National Park Service has demonstrated strong partnerships

geared toward respecting the private property of citizens and administration of the current Trail of Tears National Historic Trail and will continue to do so upon the addition of these routes.

The designation and interpretation of the sites and trails associated with the Cherokee removal will enhance public understanding of American history. Our greatness as a Nation is our ability to look at our own history objectively and in proper perspective, being mindful of the errors of the past in order not to repeat them.

Through this legislation, we will honor the historic footsteps taken by the Cherokee, document their courage, and highlight their character as a great tribe of strong people.

Finally, because of historical significance, H.R. 3085 enjoys broad support not only within Congress, but also with the Cherokee Nation, the Eastern Band of Cherokee and associated trail organizations such as the Trail of Tears Association. This legislation is a wonderful example of how Congress can better understand a national event through commemoration of the Cherokee story.

I believe the Secretary of Interior will find that the additional routes meet the historical significance, suitability, and feasibility required by the National Park Service for designation as part of the Trail of Tears National Historic Trail.

On June 29 of last year, I introduced H.R. 3085 at a press conference with Principal Chief of the Cherokee Nation Chadwick Smith, the Vice Chief of the Eastern Band of Cherokee Nation Larry Blythe, the Trail of Tears Association, and many of the original cosponsors like Congressmen CHARLES TAYLOR, JIMMY DUNCAN, TOM COLE, MARION BERRY and LINCOLN DAVIS.

I would like to thank Rob Howarth and the entire National Park Service staff, the staff of the House Resources Committee and the subcommittee, and my legislative director, Melissa Chapman, for a job very well done.

I would also like to say anecdotally, in east Tennessee we are claiming the Trail of Tears as part of our heritage, as part of our strength. On the Tennessee River, we have the Moccasin Bend National Archeological District now being implemented by the National Park Service. We have the passage at Ross's Landing, which is an extraordinary waterfall leading down to the Tennessee River, which in Cherokee art tells the story of the Trail of Tears. Up river at Blythe Ferry we have the Cherokee Memorial Park under construction, where 8,000 Cherokee all crossed the Tennessee River at the same time, and now the Trail of Tears Documentation Act. So we are very grateful for the cooperation and participation we have had.

Mr. Speaker, I urge passage.

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

Mr. RENZI. 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 Arizona (Mr. RENZI) that the House suspend the rules and pass the bill, H.R. 3085, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds of those present have voted in the affirmative.

Mr. RENZI. 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 and the Chair's prior announcement, further proceedings on this question will be postponed.

#### NATIONAL CAPITAL TRANSPORTATION AMENDMENTS ACT OF 2006

Mr. TOM DAVIS of Virginia. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3496) to amend the National Capital Transportation Act of 1969 to authorize additional Federal contributions for maintaining and improving the transit system of the Washington Metropolitan Area Transit Authority, and for other purposes, as amended.

The Clerk read as follows:

H.R. 3496

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

#### SECTION 1. SHORT TITLE; FINDINGS.

(a) SHORT TITLE.—This Act may be cited as the “National Capital Transportation Amendments Act of 2006”.

(b) FINDINGS.—Congress finds as follows:

(1) Metro, the public transit system of the Washington metropolitan area, is essential for the continued and effective performance of the functions of the Federal Government, and for the orderly movement of people during major events and times of regional or national emergency.

(2) On 3 occasions, Congress has authorized appropriations for the construction and capital improvement needs of the Metrorail system.

(3) Additional funding is required to protect these previous Federal investments and ensure the continued functionality and viability of the original 103-mile Metrorail system.

#### SEC. 2. FEDERAL CONTRIBUTION FOR CAPITAL PROJECTS FOR WASHINGTON METROPOLITAN AREA TRANSIT SYSTEM.

The National Capital Transportation Act of 1969 (sec. 9–1111.01 et seq., D.C. Official Code) is amended by adding at the end the following new section:

“AUTHORIZATION OF ADDITIONAL FEDERAL CONTRIBUTION FOR CAPITAL AND PREVENTIVE MAINTENANCE PROJECTS

“SEC. 18. (a) AUTHORIZATION.—Subject to the succeeding provisions of this section, the Secretary of Transportation is authorized to make grants to the Transit Authority, in addition to the contributions authorized under sections 3, 14, and 17, for the purpose of financing in part the capital and preventive maintenance projects included in the Capital Improvement Program approved by the Board of Directors of the Transit Authority.

“(b) USE OF FUNDS.—The Federal grants made pursuant to the authorization under this section shall be subject to the following limitations and conditions:

“(1) The work for which such Federal grants are authorized shall be subject to the provisions of the Compact (consistent with the amendments to the Compact described in subsection (d)).

“(2) Each such Federal grant shall be for 50 percent of the net project cost of the project involved, and shall be provided in cash from sources other than Federal funds or revenues from the operation of public mass transportation systems. Consistent with the terms of the amendment to the Compact described in subsection (d)(1), any funds so provided shall be solely from undistributed cash surpluses, replacement or depreciation funds or reserves available in cash, or new capital.

“(c) APPLICABILITY OF REQUIREMENTS FOR MASS TRANSPORTATION CAPITAL PROJECTS RECEIVING FUNDS UNDER FEDERAL TRANSPORTATION LAW.—Except as specifically provided in this section, the use of any amounts appropriated pursuant to the authorization under this section shall be subject to the requirements applicable to capital projects for which funds are provided under chapter 53 of title 49, United States Code, except to the extent that the Secretary of Transportation determines that the requirements are inconsistent with the purposes of this section.

“(d) AMENDMENTS TO COMPACT.—No amounts may be provided to the Transit Authority pursuant to the authorization under this section until the Transit Authority notifies the Secretary of Transportation that each of the following amendments to the Compact (and any further amendments which may be required to implement such amendments) have taken effect:

“(1) An amendment requiring all payments made by the local signatory governments for the Transit Authority and for the cost of operating and maintaining the adopted regional system are made from amounts derived from dedicated funding sources. For purposes of this paragraph, a ‘dedicated funding source’ is any source of funding which is earmarked and required under State or local law to be used for payments to the Transit Authority.

“(2) An amendment establishing the Office of the Inspector General of the Transit Authority in accordance with section 3 of the National Capital Transportation Amendments Act of 2006.

“(3) An amendment expanding the Board of Directors of the Transit Authority to include 4 additional Directors appointed by the Administrator of General Services, of whom 2 shall be nonvoting and 2 shall be voting, and requiring one of the voting members so appointed to be a regular passenger and customer of the bus or rail service of the Transit Authority.

“(e) AMOUNT.—There are authorized to be appropriated for grants under this section such sums as are made available to the Secretary of Treasury to make payments to the Transit Authority pursuant to section 9(k) of the Outer Continental Shelf Lands Act (43 U.S.C. 1338).

“(f) AVAILABILITY.—Amounts appropriated pursuant to the authorization under this section—

“(1) shall remain available until expended; and

“(2) shall be in addition to, and not in lieu of, amounts available to the Transit Authority under chapter 53 of title 49, United States Code, or any other provision of law.”

#### SEC. 3. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY INSPECTOR GENERAL.

(a) ESTABLISHMENT OF OFFICE.—

(1) IN GENERAL.—The Washington Metropolitan Area Transit Authority (hereafter referred to as the “Transit Authority”) shall establish in the Transit Authority the Office of the Inspector General (hereafter in this

section referred to as the “Office”), headed by the Inspector General of the Transit Authority (hereafter in this section referred to as the “Inspector General”).

(2) DEFINITION.—In paragraph (1), the “Washington Metropolitan Area Transit Authority” means the Authority established under Article III of the Washington Metropolitan Area Transit Authority Compact (Public Law 89–774).

(b) INSPECTOR GENERAL.—

(1) APPOINTMENT.—The Inspector General shall be appointed by the vote of a majority of the Board of Directors of the Transit Authority, and shall be appointed without regard to political affiliation and solely on the basis of integrity and demonstrated ability in accounting, auditing, financial analysis, law, management analysis, public administration, or investigations, as well as familiarity or experience with the operation of transit systems.

(2) TERM OF SERVICE.—The Inspector General shall serve for a term of 5 years, and an individual serving as Inspector General may be reappointed for not more than 2 additional terms.

(3) REMOVAL.—The Inspector General may be removed from office prior to the expiration of his term only by the unanimous vote of all of the members of the Board of Directors of the Transit Authority, and the Board shall communicate the reasons for any such removal to the Governor of Maryland, the Governor of Virginia, the Mayor of the District of Columbia, the chair of the Committee on Government Reform of the House of Representatives, and the chair of the Committee on Homeland Security and Governmental Affairs of the Senate.

(c) DUTIES.—

(1) APPLICABILITY OF DUTIES OF INSPECTOR GENERAL OF EXECUTIVE BRANCH ESTABLISHMENT.—The Inspector General shall carry out the same duties and responsibilities with respect to the Transit Authority as an Inspector General of an establishment carries out with respect to an establishment under section 4 of the Inspector General Act of 1978 (5 U.S.C. App. 4), under the same terms and conditions which apply under such section.

(2) CONDUCTING ANNUAL AUDIT OF FINANCIAL STATEMENTS.—The Inspector General shall be responsible for conducting the annual audit of the financial accounts of the Transit Authority, either directly or by contract with an independent external auditor selected by the Inspector General.

(3) REPORTS.—

(A) SEMIANNUAL REPORTS TO TRANSIT AUTHORITY.—The Inspector General shall prepare and submit semiannual reports summarizing the activities of the Office in the same manner, and in accordance with the same deadlines, terms, and conditions, as an Inspector General of an establishment under section 5 of the Inspector General Act of 1978 (5 U.S.C. App. 5). For purposes of applying section 5 of such Act to the Inspector General, the Board of Directors of the Transit Authority shall be considered the head of the establishment, except that the Inspector General shall transmit to the General Manager of the Transit Authority a copy of any report submitted to the Board pursuant to this paragraph.

(B) ANNUAL REPORTS TO LOCAL SIGNATORY GOVERNMENTS AND CONGRESS.—Not later than January 15 of each year, the Inspector General shall prepare and submit a report summarizing the activities of the Office during the previous year, and shall submit such reports to the Governor of Maryland, the Governor of Virginia, the Mayor of the District of Columbia, the chair of the Committee on Government Reform of the House of Representatives, and the chair of the Committee