

Committee on Natural Resources

Rob Bishop Chairman
Mark-Up Memorandum

January 8, 2018

To: All Natural Resources Committee Members

From: Majority Committee Staff — Terry Camp and Steven Parr
Subcommittee on Federal Lands (x6-7736)

Hearing: **H.R. 801 (Rep. Darin LaHood)**, To amend the National Trails System Act to designate the Route 66 National Historic Trail, and for other purposes.
January 10, 2018 at 10:00 a.m.; 1324 Longworth HOB

H.R. 801, Route 66 National Historic Trail Designation Act

Summary of the Bill

H.R. 801, introduced by Rep. Darin LaHood (R-IL-18), would designate historic Route 66 as a National Historic Trail.

Cosponsors

[20 cosponsors.](#)

Background

Route 66, America's most well-known road, was commissioned in 1926 as part of the first federal highway system. Stretching from Chicago to Santa Monica, this 2,400-mile route plays a pivotal role in our collective American ethos, and constitutes one of the first major interstates connecting East and West.¹ Route 66 has played an essential role in American history as it provided a route for refuge during the Dustbowl, acted as a strategic military route during World War II, and to this day acts as a favorite vacation pathway for those who seek quintessential American experiences.²

¹ "NPS Route 66 Corridor Preservation Program Video." National Parks Service. Accessed November 07, 2017. <https://www.ncptt.nps.gov/rt66/route-66-corridor-preservation-program-video/>

² "NPS Route 66 Corridor Preservation Program Video." National Parks Service. Accessed November 07, 2017. <https://www.ncptt.nps.gov/rt66/route-66-corridor-preservation-program-video/>



Source: NPS. *Route 66 Economic Impact Study*³

The federal government decommissioned Route 66 in 1985. Congress subsequently authorized the *Route 66 Study Act* in 1990 through Public Law 101-400, which directed the National Park Service to conduct a special resource study to present management and preservation options for the iconic road.⁴ The finalized special resource study was released by the National Park Service in 1995. Congress later enacted Public Law 106-45 in 1999 which created the Route 66 Corridor Preservation Program, facilitating collaboration between private, nonprofit and government partners to identify and prioritize Route 66 preservation needs.⁵ The Preservation program was reauthorized in 2009, but is set to expire in 2019.⁶

H.R. 801 succeeds the expiration of the Route 66 Corridor Preservation Program by designating Route 66 as a National Historic Trail. The National Trails System was created in 1968 by the National Trails System Act, and includes a subcategory of trails “which follow travel routes of national historical significance.” Supporters of the designation believe that adding Route 66 as a National Historic Trail would preserve historic resources, encourage public access and facilitate local partnerships and restoration.

³ “Route 66 Economic Impact Study, Synthesis of Findings.” Rutgers, The State University of New Jersey, National Park Service Route 66 Corridor Preservation Program and World Monuments Fund. Accessed November 07, 2017. <https://www.wmf.org/sites/default/files/article/pdfs/Route%2066%20Economic%20Impact%20Study%E2%80%9494%20Synthesis.pdf>

⁴ “Special Resource Study Route 66.” National Parks Service. Accessed November 07, 2017. <https://www.ncptt.nps.gov/rt66/wp-content/uploads/2015/03/SpecialResourceStudy.pdf>

⁵ “Route 66 Corridor Preservation Program.” National Parks Service. Accessed November 07, 09, 2017. <https://www.nps.gov/orgs/1453/route-66-corridor-preservation-program.htm>

⁶ Public Law 111-11, Section 7304.

The Subcommittee on Federal Lands held a hearing on H.R. 801 on November 15, 2017.

Cost

A CBO cost analysis has not yet been completed for this bill.

Administration Position

The Department of the Interior offered testimony in support of H.R. 801 at the November 15, 2017, Federal Lands Subcommittee hearing, but did request technical amendments be made to the bill. These technical amendments included adding a thorough description and map of U.S. Highway 66.

Anticipated Amendments

- Rep. Darin LaHood (R-IL-18) will offer an amendment with the following changes:
 1. Adds a more complete description of the Route 66 National Historic Trail and recognizes that the different alignments that were designated as “U.S. Highway 66” between 1926 and 1985 should be considered part of the trail.
 2. Adds a map number and date.
 3. Adds a provision to ensure that establishment of the National Historic Trail will not prohibit or hinder the development, production, or transmission of energy.
 4. Makes additional technical amendments.

Effect on Current Law (Ramseyer)

Showing Current Law as Amended by H.R. 801

[text to be added highlighted in yellow]

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

(a) Establishment and designation; administration

National scenic and national historic trails shall be authorized and designated only by Act of Congress. There are hereby established the following National Scenic and National Historic Trails:

* * * * *

(31) ROUTE 66 NATIONAL HISTORIC TRAIL-

(A) IN GENERAL- The Route 66 National Historic Trail, a trail of approximately 2,400 miles extending from Chicago, Illinois, to Santa Monica, California, and following the route generally depicted on the map entitled **XXXXXX**, numbered **XXXXXX**, and dated **XXXXXX**.

(B) AVAILABILITY OF MAP- The map described in subparagraph (A) shall be on file and available for public inspection in the office of the Director of the National Park Service, Department of the Interior, the District of Columbia.

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

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

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

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

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