

from very large metropolitan areas to small communities, further congesting roads. This has certainly been the case in my community. According to a Department of Defense Office of Economic Adjustment survey, 17 of 18 BRAC growth communities identified transportation as one of their top challenges. The priority is most clear for us around Joint Base Andrews. Traffic entering and exiting the installation contributes to regional congestion, resulting in the average Washington metropolitan region driver wasting almost 70 hours in traffic per year not just at Andrews, but throughout the region.

The Federal Government has provided very limited direct assistance to help communities address BRAC transportation impacts, and State and local governments have adopted strategies to expedite projects within the time frame allowed by BRAC. In years past, this has happened through the earmark process, a process that is no longer available. In other areas, the Department of Defense's Defense Access Roads program has certified transportation projects for funding at three affected communities.

OEA has also provided planning grants and funded traffic studies and local planning positions. And while Federal highway and transit programs can be used for many BRAC-related transportation needs, dedicated funds are not available. Instead, BRAC-related transportation projects must compete with other proposed transportation projects in a given State or community.

By 2009, communities that identified funding for about only \$500 million of the estimated \$2 billion needed to address their near-term project needs. In fact, some States and local governments have adopted strategies to expedite highway projects, such as prioritizing short-term high-impact projects because the time frames for completing BRAC personnel moves are much shorter than the time frames for such projects.

While legislation mandates that BRAC growth be completed by 2011, major highway and transit projects typically take anywhere from 9 to 19 years to complete, and near-term transportation projects to address these challenges could cost about \$2 billion, of which \$1.1 billion is related to projects solely in the Washington metropolitan area.

BRAC-related transportation infrastructure costs are subject to a number of uncertainties. According to the GAO, and I quote: "Not all potential projects are included in the estimate. Military staffing levels at some growth installations are in flux, and location decisions of military and civilian personnel have not yet been made. And preexisting, nonmilitary community growth makes a direct link between transportation projects to military growth very difficult."

To complete some critical projects before BRAC growth occurs, State and

local officials are reprioritizing planned projects and implementing those projects that can be completed quickly. GAO, in fact, cited projects from Maryland to Texas and all across the country where the States prioritized certain lower cost intersection projects to improve traffic. This takes away from other planned priorities that States may have had on the books.

The Acting CHAIR. The time of the gentlewoman has expired.

Ms. EDWARDS. I ask for consideration of the amendment.

Mr. McKEON. Madam Chair, I claim the time in opposition, although I am not opposed to the amendment.

The Acting CHAIR. Without objection, the gentleman from California is recognized for 5 minutes.

There was no objection.

Mr. McKEON. When I conclude my remarks, Madam Chair, this will conclude our work for the day. We will come in and, my understanding is, start at 10 in the morning. We have seven more amendments to address in the morning plus four en bloc amendments.

I would just like to, at this time, thank all of those Members who have participated. Especially I want to thank Ranking Member SMITH and all of our staff. They have put in long, hard hours and great work. I think we have come out with, so far, a very good bill. I look forward to finishing it up tomorrow morning.

Madam Chair, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentlewoman from Maryland (Ms. EDWARDS).

The amendment was agreed to.

Mr. McKEON. Madam Chair, I move that the Committee do now rise.

The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. THORNBERRY) having assumed the chair, Ms. FOXX, Acting Chair of the Committee of the Whole House on the state of the Union, reported that that Committee, having had under consideration the bill (H.R. 1540) to authorize appropriations for fiscal year 2012 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for fiscal year 2012, and for other purposes, had come to no resolution thereon.

#### --- HOUR OF MEETING ON TOMORROW

Mr. McKEON. Mr. Speaker, I ask unanimous consent that when the House adjourns today, it adjourn to meet at 10 a.m. tomorrow.

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

There was no objection.

#### TRIBUTE TO THE MAYORS OF THE NORTHERN MARIANAS

(Mr. SABLAN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. SABLAN. Mr. Speaker, in the Northern Mariana Islands, modern-day mayors represent a proud tradition that dates back thousands of years to the maga'lahi who led families, clans, and villages of ancient Chamorro society. These individuals, and their forebears, represent an enduring line of local self-government in our islands. They deserve recognition for the important role they have filled, particularly during the return to local self-government after World War II, which was essential to regaining and preserving our cultural identity. This process began soon after American troops freed our islands in the 1944 Battle for Saipan.

Chamorro and Carolinian survivors of the war elected a high chief, roughly the equivalent of a mayor, in their first exercise of American democracy. The mayor in those days served in a role now customarily identified with the office of the governor. Today, mayors are charged with more traditional responsibilities such as administering government programs, public services, and appropriations in their respective municipalities.

Please join me in honoring the past and present mayors of the Commonwealth of the Northern Mariana Islands, who have contributed greatly to the quality of life in our community.

Mr. Speaker, in the Northern Mariana Islands, the modern-day mayors of our far-flung community represent the democratic embodiment of a proud tradition of local leadership that dates back thousands of years to the maga 'lahi who led families, clans, and villages in ancient Chamorro society. These individuals, and their forebears, represent the most enduring line of local government in our islands and merit recognition for the important roles they have filled historically, and particularly during the return to local self-government during the past 65 years.

Over 3,500 years ago, the Mariana Islands were first discovered by intrepid sailors from elsewhere in Asia. They organized a society at harmony with nature on our islands that thrived for millennia. Beginning in the early 1500s, however, with the arrival of Ferdinand Magellan, the Marianas lost their independence to successive colonizing forces from all corners of the globe. Spanish forces were followed in the Northern Marianas by Germans, then by the Japanese, and finally—under a United Nations trusteeship—by the United States, until the people of our islands were given the opportunity for self-determination and voted overwhelmingly to adopt a Covenant to Establish a Commonwealth of the Northern Mariana Islands in Political Union with the United States of America.

During these four centuries of colonialism, our ancestors were told where they could live or not live, their traditional latte stone homes were destroyed, they were forced to adopt foreign customs and religions, and their populations were decimated by foreign diseases

and violence at the hands of their colonizers. Although there were titular local leaders, the reestablishment of a substantive government, under the control of the indigenous people, was essential to regaining and preserving cultural identity. This process began approximately five months after American troops wrested control of the Northern Marianas from the Japanese in the 1944 Battle for Saipan.

In December of that year, Chamorro and Carolinian survivors of the war, interned at Camp Chalan Kanoa, elected a high chief in their first exercise of American democracy. The office of high chief was later renamed chief commissioner, after the United States naval government implemented a municipal charter for Saipan during the post-war years. Municipal governments developed in similar fashion on the Northern Islands, Tinian and Aguiguan, and Rota. During the early days of an emerging democracy in the islands, the chief commissioner served as the principal liaison between the local political structure that was being established and the U.S. naval administration, and in a role now more identified with the office of the governor. The chief commissioner was responsible for overseeing the work of the several departments which comprised the executive branch: the treasury, economics, public works, education, public health, and public safety. This official was also responsible for preparing the municipality's annual budget; proposing legislation to the legislature, which at that time was made up of commissioners and councilmen; and serving as the judge of the municipal court.

With the adoption of the Covenant and the formation of a constitutional government, each of the island municipalities has continued to elect a local executive. These mayors are charged with advising the governor on government operations and matters concerning their respective municipalities. They also administer government programs, public services, and appropriations provided by law; conduct public hearings with respect to government operations and local matters; coordinate any provision of federal programs extended to their respective municipalities; act as the principal local official for mobilizing resources and coordinating response and recovery efforts in the face of emergencies; in consultation with the Municipal Council, submit items for inclusion in the proposed budgets for both government operations and capital improvement projects; and, in the case of Rota, and Tinian and Aguiguan, appoint, in consultation with the head of the respective executive branch department, all resident department heads.

In recent years, mayors of the Northern Islands, Saipan, Tinian and Aguiguan, and Rota have contributed greatly to the quality of life in the Northern Mariana Islands. The mayors have participated in the Commonwealth-wide street naming project, they have hosted cultural and educational symposia, they have spearheaded the development of public lands and coordinated infrastructure improvements, and, on a daily basis, they coordinate the provision of public services to the residents of their islands.

I ask you to join me today in honoring the past and present mayors of the local municipalities that comprise the Commonwealth of the Northern Mariana Islands. The mayors of Saipan, from the dark days of the war to the present include: Gregorio San Nicolas Sablan, Elias Parong Sablan, Ignacio Villagomez

Benavente, Vicente Diaz Sablan, Luis Arriola Benavente, Francisco Manibusan Diaz, Jose Santos Rios, Gilbert Castro Ada, Jose Mettao Taitano, Jesus Sablan Guerrero, Jose Camacho Sablan, Juan Borja Tudela, and Donald Glenn Flores.

The mayors of the Northern Islands: Daniel Pangelinan Castro, Vicente Matagolai Aldan, Ambrosio Satur Ruben, Joseph Taman Ogumoro, Valentin Igisaiair Taisakan, and Tobias Dela Cruz Aldan; and before, the District Administrator Representatives Juan Mettao and the long-serving Francisco Borja Kaipat.

The atkadi, commissioners, and mayors of Rota: Carlos Songsong Calvo, Andres Camacho Atalig, Tomas Camacho Mendiola, Melchor Songsong Mendiola, Juan Camacho Diaz, Manuel Ada Manglona, Antonio Camacho Atalig, Prudencio Taisacan Manglona, Joseph Songao Inos, Benjamin Taisacan Manglona, and Melchor Atalig Mendiola.

The commissioners and mayors of Tinian and Aguiguan: Jose Manglona Hocog, Juan Cruz Villagomez, Jose Reyes Cruz, Antonio Simabukuru Borja, Henry Gikibai Hofschneider, William Villagomez Hofschneider, Felipe Camacho Mendiola, Herman Muna Manglona, Ignacio King Quichocho, James Masga Mendiola, Francisco Manglona Borja, Jose Pangelinan San Nicolas, and Ramon Muna Dela Cruz.

#### LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. JACKSON of Illinois (at the request of Ms. PELOSI) on May 24 after 6 p.m. and for today on account of personal matters.

Mr. FRELINGHUYSEN (at the request of Mr. CANTOR) for today on account of a death in the family.

#### ADJOURNMENT

Mr. McKEON. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 11 o'clock and 6 minutes p.m.), under its previous order, the House adjourned until tomorrow, Thursday, May 26, 2011, at 10 a.m.

#### EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

1673. A letter from the Assistant General Counsel for Legislation, Regulation and Energy Efficiency, Department of Energy, transmitting the Department's final rule — Energy Conservation Program: Energy Conservation Standards for Residential Clothes Dryers and Room Air Conditioners [Docket Number: EERE-2007-BT-STD-0010] (RIN: 1904-AA89) received April 21, 2011, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

1674. A letter from the Deputy Director, Regulations Policy and Management Staff, Department of Health and Human Services, transmitting the Department's final rule — Medical Devices; Obstetrical and Gynecological Devices; Classification of the Hemor-

rhoid Prevention Pressure Wedge [Docket No.: FDA-2011-N-0118] received May 2, 2011, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

1675. A letter from the Chairman, Broadcasting Board of Governors, transmitting a report providing information on U.S.-funded international broadcasting efforts in Iran pursuant to the requirements of Section 1264 of the National Defense Authorization Act; to the Committee on Foreign Affairs.

1676. A letter from the Acting Assistant Secretary, Legislative Affairs, Department of State, transmitting a report on progress toward a negotiated solution of the Cyprus question covering the period December 1, 2010 through January 31, 2011 pursuant to Section 620C(c) of the Foreign Assistance Act of 1961 as amended; to the Committee on Foreign Affairs.

1677. A letter from the Acting Assistant Secretary, Legislative Affairs, Department of State, transmitting a report concerning proposed amendments to parts 120 and 124 of the International Traffic in Arms Regulations (ITAR), promulgated pursuant to the Arms Export Control Act, 22 U.S.C. Section 2778 et seq; to the Committee on Foreign Affairs.

1678. A letter from the Deputy Assistant Administrator for Regulatory Programs, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Protective Regulations for Killer Whales in the Northwest Region Under the Endangered Species Act and Marine Mammal Protection Act [Docket No.: 070821475-91169-02] (RIN: 0648-AV15) received May 5, 2011, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

1679. A letter from the Acting Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Fisheries of the Northeastern United States; Summer Flounder Fishery; Quota Transfer [Docket No.: 101029427-0609-02] (RIN: 0648-XA301) received May 5, 2011, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

1680. A letter from the Acting Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Fisheries of the Exclusive Economic Zone Off Alaska; Pollock in Statistical Area 620 in the Gulf of Alaska [Docket No.: 101126522-0640-02] (RIN: 0648-XA319) received May 5, 2011, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

1681. A letter from the Senior Program Analyst, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 30776; Amdt. No. 3420] received May 5, 2011, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1682. A letter from the Senior Program Analyst, Department of Transportation, transmitting the Department's final rule — Establishment of Class E Airspace; Creighton, NE [Docket No.: FAA-2010-1170; Airspace Docket No. 10-ACE-13] received May, 5, 2011, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1683. A letter from the Senior Program Analyst, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; West Yellowstone, MT [Docket No.: FAA-2010-1209; Airspace Docket No. 10-ANM-10] received May 5, 2011, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.