

the Americans with Disabilities Act, ADA, and the ADA Amendments Act, I have had four guiding goals for our fellow citizens with disabilities: equal opportunity, full participation, independent living and economic self-sufficiency. Nearly one quarter century since passage of the ADA, I see remarkable changes in communities everywhere I go in Iowa—not just in curb cuts or closed-captioned television, but in the full participation of people with disabilities in our society and economy, folks who at long last have the opportunity to contribute their talents and to be fully included. These changes have increased economic opportunities for all citizens of Taylor County, both those with and without disabilities, and they make us proud to be a part of a community and country that respects the worth and civil rights of all of our citizens.

This is at least a partial accounting of my work on behalf of Iowa, and specifically Taylor County, during my time in Congress. In every case, this work has been about partnerships, cooperation, and empowering folks at the State and local level, including in Taylor County, to fulfill their own dreams and initiatives. And, of course, this work is never complete. Even after I retire from the Senate, I have no intention of retiring from the fight for a better, fairer, richer Iowa. I will always be profoundly grateful for the opportunity to serve the people of Iowa as their Senator.●

#### RECOGNIZING BLUE WATER TECHNOLOGIES

● Mr. RISCH. Madam President, there are countless modern conveniences we take for granted. Paramount among those is the easy availability of clean water. Sanitation has been the single biggest factor in the doubling of life expectancy over the last 200 years. Most water we use comes from municipal systems, and those systems in turn rely on manufacturers to provide the filtration and treatment technology necessary for one of life's building blocks. I rise today in honor of one company whose contribution has aided in our continued supply of water—Hayden, Idaho's Blue Water Technologies.

Blue Water Technologies began in 2003 as a commercialized extension of an idea that was developed at the University of Idaho. After 5 years of research, the university developed the Blue PRO system, a better way to remove arsenic from drinking water and phosphorus from wastewater. From there Blue Water Technologies licensed the patent-pending process from the University and began several pilot projects. As their reputation grew, Blue Water Technologies earned a grant from the Environmental Protection Agency to conduct a study on metal and phosphorus removal. By 2005, the process was demonstrated to be effective at full-scale use through the tremendous success of the use of

the system at the Hayden Wastewater Research Facility. Within 4 years, Blue Water expanded its business internationally.

Today, Blue Water Technologies is an international industry leader, spanning six continents. Their customers include municipal systems and industrial facilities of all sizes. Providing solutions that are both cost-effective and environmentally friendly, Blue Water Technologies is constantly finding new ways to handle emerging problems such as wildlife being harmed by the presence of trace amounts of pharmaceuticals in their water supply.

Blue Water Technologies is home to a dynamic and talented team who possess the diverse backgrounds and specializations vital to understanding and adapting to the water needs of a varied group of consumers, both public and private. Their use of best practices is vital to the efficiency and sustainability of their organization and to the constantly evolving nature of water treatment technology. I want to thank Blue Water Technologies for their efforts in making our water safer in environmentally friendly ways and congratulate them on their continued success.●

#### MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Mr. Pate, one of his secretaries.

#### EXECUTIVE MESSAGES REFERRED

As in executive session the Presiding Officer laid before the Senate messages from the President of the United States submitting sundry nominations which were referred to the appropriate committees.

(The messages received today are printed at the end of the Senate proceedings.)

#### EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, and were referred as indicated:

EC-5777. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments (74); Amdt. No. 3588" (RIN2120-AA65) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5778. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments (32); Amdt. No. 3585" (RIN2120-AA65) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

(RIN2120-AA65) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5779. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments (66); Amdt. No. 3587" (RIN2120-AA65) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5780. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments (53); Amdt. No. 3584" (RIN2120-AA65) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5781. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments (84); Amdt. No. 3583" (RIN2120-AA65) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5782. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments (173); Amdt. No. 3586" (RIN2120-AA65) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5783. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment of Class E Airspace; Greenville, ME" ((RIN2120-AA66) (Docket No. FAA-2014-0025)) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5784. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment of Class E Airspace; Sylva, NC" ((RIN2120-AA66) (Docket No. FAA-2013-0439)) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5785. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment of Class E Airspace; Jefferson City, MO" ((RIN2120-AA66) (Docket No. FAA-2013-0587)) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5786. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment of Class E Airspace; Holdrege, NE" ((RIN2120-AA66) (Docket No. FAA-2013-0596)) received in the Office

of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5787. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment of Class D and Class E Airspace; Traverse City, MI" ((RIN2120-AA66) (Docket No. FAA-2013-0175)) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5788. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment of Class D and Class E Airspace, and Establishment of Class E Airspace; Tri-Cities, TN" ((RIN2120-AA66) (Docket No. FAA-2013-0806)) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5789. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment of Class E Airspace; Paragould, AR" ((RIN2120-AA66) (Docket No. FAA-2013-0588)) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5790. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Establishment of Class E Airspace; Warsaw, MO" ((RIN2120-AA66) (Docket No. FAA-2013-0606)) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5791. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Establishment of Class E Airspace; Blairsville, GA" ((RIN2120-AA66) (Docket No. FAA-2013-0731)) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5792. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Establishment of Class E Airspace; Sitka, AK" ((RIN2120-AA66) (Docket No. FAA-2013-0921)) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5793. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Establishment of Class E Airspace; Geneva, AL" ((RIN2120-AA66) (Docket No. FAA-2012-1086)) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5794. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Establishment of Class E Airspace; Nashville, TN" ((RIN2120-AA66) (Docket No. FAA-2013-0932)) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5795. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of

a rule entitled "Establishment of Class E Airspace; Kwigillingock, AK" ((RIN2120-AA66) (Docket No. FAA-2013-1008)) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5796. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment of VOR Federal Airways V-35 and V-276; Eastern United States" ((RIN2120-AA66) (Docket No. FAA-2013-0961)) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5797. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment of VOR Federal Airways V-35 and V-276; Eastern United States" ((RIN2120-AA66) (Docket No. FAA-2013-0961)) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5798. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Modification of Area Navigation (RNAV) Route T-265, IL" ((RIN2120-AA66) (Docket No. FAA-2013-0952)) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

EC-5799. A communication from the Paralegal Specialist, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Modification of Area Navigation (RNAV) Route Q-20, TX" ((RIN2120-AA66) (Docket No. FAA-2013-0951)) received in the Office of the President of the Senate on May 12, 2014; to the Committee on Commerce, Science, and Transportation.

#### PETITIONS AND MEMORIALS

The following petitions and memorials were laid before the Senate and were referred or ordered to lie on the table as indicated:

POM-224. A resolution adopted by the Senate of the Commonwealth of Pennsylvania memorializing the Congress of the United States and the President of the United States to reauthorize the Terrorism Risk Insurance Program; to the Committee on Banking, Housing, and Urban Affairs.

#### SENATE RESOLUTION NO. 340

Whereas, The Terrorism Risk Insurance Program Reauthorization (TRIPRA) maintains stability in the insurance and reinsurance markets by continuing to deliver substantive, direct benefits to businesses, workers, consumers and the economy overall in the aftermath of a terrorist attack on the United States; and

Whereas, Insurance protects the United States economy from the adverse effects of the risks inherent in economic growth and development while also providing the resources necessary to rebuild physical and economic infrastructure, offer indemnification for business disruption and provide coverage for medical and liability costs from injuries and loss of life in the event of catastrophic losses to persons or property; and

Whereas, The terrorist attack of September 11, 2001, produced insured losses larger than any natural or manmade event in history, with claims paid by insurers to their policyholders eventually totaling approxi-

mately \$32.5 billion, making it the second most costly insurance event in United States history; and

Whereas, The sheer enormity of the terrorist-induced loss, combined with the possibility of future attacks, produced financial shock waves that shook insurance markets, causing insurers and reinsurers to exclude coverage arising from acts of terrorism from virtually all commercial property and liability policies; and

Whereas, The lack of terrorism risk insurance contributed to a paralysis in the economy, especially in construction, tourism, business travel and real estate finance; and

Whereas, The United States Congress originally passed the Terrorism Risk Insurance Act of 2002 (Public Law 107-297, 116 Stat. 2322) (TRIA), in which the Federal Government agreed to provide terrorism reinsurance to insurers and reauthorized this arrangement via the Terrorism Risk Insurance Extension Act of 2005 (Public Law 109-144, 119 Stat. 2660) and the Terrorism Risk Insurance Program Reauthorization Act of 2007 (Public Law 110-160, 121 Stat. 1839) (TRIPRA); and

Whereas, Under TRIPRA, the Federal Government provides reinsurance after industry-wide losses attributable to annual certified terrorism events exceeding \$100,000,000; and

Whereas, Coverage under TRIPRA is provided to an individual insurer after the insurer has incurred losses related to terrorism equal to 20% of the insurer's previous year's earned premium for property-casualty lines; and

Whereas, After an individual insurer has reached such a threshold, the insurer pays 15% of residual losses and the Federal Government pays the remaining 85%; and

Whereas, The Terrorism Risk Insurance Program has an annual cap of \$100,000,000,000 of aggregate-insured losses, beyond which the Federal program does not provide coverage; and

Whereas, TRIPRA requires the Federal Government to recoup 100% of the benefits provided under the program via policyholder surcharges to the extent the aggregate-insured losses are less than \$27,500,000,000 and enables the government to recoup expenditures beyond that mandatory recoupment amount; and

Whereas, Without question, TRIA and its successors are the principal reason for the continued stability in the insurance and reinsurance market for terrorism insurance to the benefit of our overall economy; and

Whereas, The presence of a robust private/public partnership has provided stability and predictability and has allowed insurers to actively participate in the market in a meaningful way; and

Whereas, Without a program such as TRIPRA, many of our citizens who want and need terrorism coverage to operate their businesses all across the nation would be either unable to get insurance or unable to afford the limited coverage that would be available; and

Whereas, Without Federally provided reinsurance, property and casualty insurers will face less access to terrorism reinsurance and will therefore be severely restricted in their ability to provide sufficient coverage that is necessary to support our economy when acts of terrorism occur; and

Whereas, Despite the hard work and dedication of this nation's counterterrorism agencies and the bravery of the men and women in uniform who fought and continue to fight battles abroad to keep us safe here at home, the threat of terrorist attacks in the United States is both real and substantial and will remain as such for the foreseeable future: Now, therefore, be it

*Resolved*, That the Senate urge the President of the United States and the Congress