

speech of a company executive, who channeled corporate elitism in his explanation. Basically, he said: It is nothing personal. It is just business.

Seen here and elsewhere across our country, a dehumanizing, abstract, economic construct that elevates balance sheets and projected earnings over the needs of persons is not a sustainable economic model for well-being, happiness, and commitment.

The economy and our society are inextricably intertwined. When this works, it works well. When it doesn't, there are problems. Social fracture leads to economic decline. Economic decline leads to social fracture. Interdependency can fray into downward mobility and decreased earning power.

A market that fails to deliver for the many, improperly prioritizing only measurable efficiency gains, breaks down communities. Creative destruction should not eviscerate the social environments in which people work. More than the loss of one company, economic disruption creates aftershocks that further result in the decline of community.

While the theory that globalization, including so-called free trade agreements, reduces the cost of consumer goods does have truth, people are not only consumers.

A disordered economy that operates solely from the principle of profit maximization can devalue the rich texture of ecosystems that are built and shared by working families, local businesses, local institutions, and community heritage. Trust and commitment are immeasurables that do not show up on the balance sheet.

Government policy here also has to bear some blame. Our convoluted and burdensome Tax Code incentivizes companies to move overseas or retain their earnings there. Escalated healthcare costs don't help either. Beyond government policy, the harsh reality is that the philosophy and the purpose of the corporation has changed, prioritizing short-term earnings, quarterly profit statements, and the stock price over the long-term viability of the business itself and the people within it who grew the business in the first place.

Mix in a new class of aloof CEOs accountable for only spreadsheets and no wonder people in Indianapolis started shouting at the corporate spokesperson when he announced the jobs were moving to Mexico. It is just business.

Mr. Speaker, there is a better way forward. Take the example that I gave of the CEO who called his team together and said: Team, we have got a problem. We have got a big problem. What can we do about it?

The team shared in the sacrifice in order to keep the business viable, in order to maintain profitability, in order to protect the ecosystem built upon trust, shared commitment, and interdependency.

The better way forward is not a compromise. It is a commonsense con-

sensus that a proper balance between globalized business interests and the daily life of most Americans should cultivate a culture of work to benefit the business itself, employees, and customers. Injecting the value proposition that work should have meaning, that companies should strive to protect the persons under their employ, and that product development should be seen as a shared experience provides the very foundation for profitability and long-term survivability of the business itself with innovation and efficiency properly ordered. What is good for persons is good for business.

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

SOLUTION TO FLOODING IN HOUSTON, TEXAS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 6, 2015, the Chair recognizes the gentleman from Texas (Mr. AL GREEN) for 30 minutes.

Mr. AL GREEN of Texas. Mr. Speaker, the date was April 14, 1970. The mission was Apollo 13. The message was: Houston, we have a problem.

Mr. Speaker, that was a clarion call from a mission that was in trouble. Tonight I ring and sound this clarion call from the people of Houston, Texas, because we have some troubles. We have trouble that is related to floodwaters in Houston, Texas, that inundated our city and caused great harm and great damages.

Mr. Speaker, I am on a mission of mercy tonight, a mission of mercy on behalf of my constituents in Houston, but also on behalf of all of those in Houston and the immediate area.

I am on this mission of mercy, but I am not without a solution. We have a solution to the flooding problem in Houston, Texas, and that solution is H.R. 5025. It is a bill that will help to mitigate the flood damages. It will not eliminate the flood damages in Houston, Texas.

I am not sure that we can construct a system that will totally eliminate all flood damages in Houston, Texas, but I am sure that we can mitigate, that we can eliminate many, that we can do something about the magnitude of the problem.

I am absolutely confident, Mr. Speaker, that my mother was correct when she informed me that there will be times in life when you cannot do enough. No matter what you do, you won't be able to do enough. But she also went on to explain to me, Mr. Speaker, when you cannot do enough and more needs to be done, you have a duty to do all that you can.

I am here tonight to let this Congress know that we can do more to help in Houston, Texas. We can do more to mitigate the flood damages that we have in Houston, Texas.

Mr. Speaker, this bill, H.R. 5025, would accord \$311 million. This money would be for projects that have already

been approved that are related to flood control in Houston, projects that have not been completed.

This bill would authorize this funding up to 2026. This bill is needed in Houston, Texas, for many, many reasons. I shall share but a few, then I will yield to a colleague, and then I will say more.

This bill is needed because it would not only mitigate the flood damages, but it would also help us with jobs. For those who are interested in jobs, this bill would create 6,220 jobs. The people who acquire these jobs will pay taxes. These taxpayers will help us, in turn, by helping with some of our fire, our police, and schools.

There are many ways that these tax dollars will be used, including a good deal of them sent to Washington, D.C., to help others across the length and breadth of our great country.

This bill will save lives. I will say more about that, and my colleague may say something about this as well. But I think it is important for us to note now that this bill will have a meaningful, powerful, significant impact on Houston, Texas.

I am proud to tell you that this Congress has been helpful. We have already accorded for one project \$212 million, but we need \$34 million to complete the project. This is the Brays project in Houston, Texas. We need \$34 million more to complete it.

This project is in an area where we do get flooding, in the Meyerland area. This project would help prevent homes from being flooded and cars from being damaged. This is a great project.

We just need to finish the project. The project was authorized in 1990, and it is projected to be finished in 2021, Mr. Speaker. While I do want to make sure we complete it, I do think it is taking us a bit too long to complete the Brays project.

Mr. Speaker, the Golden Gate Bridge with all of its majesty only took 4 years, approximately, to complete. The Hoover Dam, a great monument to what we can do to channel water and turn that water into electrical power, only took 5 years to complete. For the Erie Canal, we didn't have the advances in technology that we have today; yet, the Erie Canal took 8 years to complete.

Mr. Speaker, I spoke of Apollo 13 just a moment ago. Well, it only took us 8 years, Mr. Speaker, to place a person on the Moon. Surely, Mr. Speaker, if we can place a person on the Moon in 8 years, we can complete these projects in less than 30 years.

Mr. Speaker, I am honored at this time to yield to my colleague, who is a cosponsor of this piece of legislation, who serves us well in the Congress of the United States on the Energy and Commerce Committee, a real stalwart when it comes to serving his constituents and standing up for the people of our city, our county, our State and indeed our country, the honorable GENE GREEN.

Mr. GENE GREEN of Texas. Mr. Speaker, I thank my colleague for yielding to me, and I also thank him for last Friday, when I was able to be in your district there along Brays Bayou in the Westbury area and the Meyerland area and see it.

That happened in your district in southwest Houston, but it also happened in north Houston and east Houston. It was not as much as some of the tragedies in other parts of the county, but we have hundreds of homes that have been flooded.

On April 18, the city of Houston in Harris County, Texas, was subjected to paralyzing flooding that claimed the lives of our citizens and required the rescue of 1,200 more. Approximately 2,000 housing units were flooded, and we are currently working to figure out where to house these folks who cannot return to their homes.

This is the second major flooding disaster Houston has experienced in the last 6 months, and the city is expecting additional rain and thunderstorms this week. Residents of our congressional districts, as well my colleagues' member districts, have been severely affected, and we must stop the needless loss of life.

The President has recognized the significance of the catastrophe and fulfilled a request for disaster declaration. Now it is the job of Congress to help our constituents.

I have worked closely with my neighbor and friend, Representative AL GREEN, to introduce the Tax Day Flood Supplemental Funding Act. The legislation would provide \$311 million to the U.S. Army Corps of Engineers for construction and, in many cases, completion of our bayous and flood control projects.

Flooding is not new in Houston, but we have learned how to control it. Our bayou system has saved countless lives and millions of dollars in damages since being created.

Unfortunately, due to the consistent budget pressure, the Army Corps of Engineers cannot adequately fund these projects that need to be finished. This bill would ensure that our Federal, State, and local authorities have the resources necessary to expedite the flood control projects we know protect people and property.

Additionally, I want to make sure folks on the ground have the information they need to get back into their homes.

If residents are subject to flood damage, please report flood damage by calling 311. Download the Houston 311 app and visit Houston311.org to submit flood damage reports.

Residents must file an insurance claim with their home or their auto insurance company for damages they have incurred.

Failure to file an insurance claim may affect your eligibility for the Federal assistance because, by law, FEMA cannot provide money for losses that are covered by insurance.

Also, it is important to know that, if Spanish-speaking households have children that are U.S. citizens or legal permanent residents, FEMA will assist you.

Before submitting your application, folks should have the following information ready: their Social Security number, their home and auto insurance information, flood damage information, personal financial information, and personal contact information.

You can apply by phone for FEMA assistance. You can call 1-800-621-3362. Again, that is 1-800-261-FEMA, 1-800-621-3362.

FEMA can offer two types of assistance: housing assistance, temporary housing, money to help repair or replace your primary residence.

Nonhousing needs include medical, dental, funeral costs, clothing, household items, tools, home fuel, disaster-related moving and storage and replacement of disaster-damaged vehicles.

After 24 hours, you need to follow up with FEMA. A FEMA inspector should contact you within 10 to 14 days.

□ 2000

Mr. Speaker, we can help the victims in our neighborhoods, and we must help them. I urge this body to pass this emergency funding legislation so we won't have this tragedy again while we are trying to get people out of the water and back into their homes and back into a regular life.

Again, I want to thank my colleague for having this Special Order tonight. Again, our office and all our congressional offices who are impacted across Houston—whether they be Republican or Democrat—are here to serve you and serve our constituents. I thank my colleague.

Mr. AL GREEN of Texas. Mr. Speaker, I thank the gentleman for sharing the time with us tonight. I especially thank him for coming in to the Ninth Congressional District, his neighboring district, and being of assistance to my constituents because, as we do this, we really assist each other.

I would want to, if I may, magnify, amplify what the gentleman said about this not being partisan. That wasn't his exact terminology, but this really is not a partisan effort. This is something that impacts people. Democrats and Republicans have been impacted by these storms. Rich and poor alike have been impacted by these storms. It doesn't matter what your gender is. It doesn't matter what your nationality is. If you have been in Houston, Texas, when these storms have hit, you have been impacted by these storms.

Tonight, Mr. Speaker, I do think it is appropriate that we say more about these storms to give some indication as to what we have to cope with in Houston, Texas. Houston, we do have a problem, but, again, we also have a solution, H.R. 5025.

So let's say just a bit more about the problem. Let's talk about the damages

in terms of cost. In 2015, we had the Memorial Day flood, and in 2016, we had the tax day flood. I am going to compare the two, and in so doing, you can see not only do we have damages occasionally, it appears that we are starting to have these damages quite regularly.

The damages and costs for the 2015 Memorial Day flood: Approximately \$3 billion in damages. Mind you now, this bill will cost \$311 million. We had \$3 billion in damages just for the Memorial Day flood alone in 2015. A billion is still 1,000 million—1,000 million. So we had 3,000 million dollars' worth of damages from this Memorial Day flood in 2015.

The tax day flood of 2016 brought us \$5 billion as an estimate of damages. \$5 billion. All of these are estimates. Nobody knows the exact number. There was \$5 billion in 2016, another \$3 billion in 2015. That is \$8 billion. Mr. Speaker, the \$8 billion happens to be about 25 times—25.72 times—the \$311 million.

The point is, why don't we spend the money upfront?

You have heard the phrase “pay me now or pay me later.”

Why not pay the cost to prevent some of this flooding as opposed to the cost of repairs after the floods have taken place?

It is interesting to note that these appropriation dollars that we are talking about are going to be spent. These are not dollars that will never be spent on these projects in Houston. What we are trying to do is not allow the projects to be prolonged such that other things are impacted in our city. We want the projects to be completed as expeditiously as possible, and there will be many more reasons why I will call that to your attention in just a moment.

One will be deaths. With the Memorial Day flood, our research indicates that approximately four people were killed. Four people lost their lives in floodwaters or as a result of flooding. In 2016, with the tax day flood, that number doubled to eight people losing their lives.

We have an opportunity to do something to save lives. There are other things that can be done to help us save lives as well, but these things, working with these projects that the Corps of Engineers already has on its docket, has on its agenda, is working on, finishing these projects can indeed help us to save lives.

Let's talk about the rainfall so that you can get some sense of how much water inundates our city. In 2015, we had 11 inches of rain. That is a lot. In 2016, we had 17 inches of rain. In 2016, that amounted to about 240 billion gallons of rain. That is a lot of water in one place at one time.

The rescues. My colleague alluded to people being rescued. In 2015, we had 531 water rescues. In 2016, 1,200 high-water rescues took place.

This is a good point for me, Mr. Speaker, a good place for me to commend the newly elected mayor of Houston, Texas, the Honorable Sylvester

Turner, who is doing an outstanding job, a stellar job. He just arrived on the job, but he has really done well with the circumstances that he has had to deal with, so I commend him.

I also would like to mention now the homes that have been damaged. In 2015, the estimate is that about 6,000 homes were damaged with the Memorial Day flood. With the flood in 2016, the tax day flood—called tax day because it was the last day to file your income taxes. In 2016, on tax day, we had 6,700. Seven hundred more homes approximately were estimated in 2016 than in 2015. As you can see, we have a problem in Houston.

Well, let's talk about vehicular damage. In Houston in 2015, the Memorial Day flood, we had about 10,000 vehicles damaged. 10,000. Imagine being on your way home and you have this water to inundate the city. That means that you cannot continue to traverse the city. You have to take shelter. You have to stop. You try to get your water into a place wherein you have high terrain. Unfortunately in Houston, most places are at sea level and a good many are below sea level. As a result, when we have these types of conditions, we will have damages that will occur, and many cars will be a part of these damages.

In 2015, approximately 10,000 vehicles. In 2016, approximately 40,000 vehicles damaged. In 2016, 40,000 vehicles. Now, if it takes about \$10,000 per vehicle to repair these vehicles or to replace the vehicles, \$10,000 per vehicle, that is approximately, in a hypothetical sense, \$40 million. So the cost, Mr. Speaker, for vehicle repairs alone exceeds the amount that we need for the bill to take preventive measures such that we won't get as many cars in this condition. I say as many simply because I will reiterate what I said earlier, we will never eliminate all of the flooding. We can never do enough, but we do have a duty to do all that we can. We can spare a good many people from being stranded in vehicles; a good many who lose their lives, I might add, as well.

Loss of power, meaning electrical power. In 2015, we had 88,000 customers lose power. That is a lot. 88,000 people without power. Surely we have had more than this in many other places. I am not saying that this loss of power would in any way compare to some of our other circumstances that we have had to cope with in different places in our country, but I do want you to know that this happens whenever we have these conditions. So year after year after year, the number adds up because while we had 88,000 customers in 2015, in 2016 we had 123,000 people lose power. We had 88,000 the year earlier; 123,000 this year. It adds up.

Houston has a problem, but Houston has a solution. The solution is H.R. 5025, a bill that would accord \$311 million to complete projects that are already being worked on in Houston, Texas, money that is already going to

be spent by virtue of the projects having been appropriated.

So we have to do this. Why not do this now or as quickly as we can, save lives, save money, and create jobs?

Let's now talk about FEMA assistance. On the Memorial Day flood of 2015, \$57 million was paid out from FEMA to persons who suffered flood damages. For the tax day flood, we have yet to determine this because we are still in the process of getting FEMA into the city to assist us.

If I may say so, I want to thank the President of the United States of America, the Honorable Barack Obama. I want to thank the Governor of the State of Texas. I thank the Governor for immediately responding and asking the President to declare certain areas in the State of Texas disaster areas.

The Houston area has been declared a disaster area. Harris County is one of the areas so declared. Harris County happens to be, for the most part, within Houston, Texas. Houston is over 600 square miles. It literally almost consumes Harris County.

So we have to realize that the Governor did a great thing, in my opinion. He is a Republican, by the way. And the President did a great thing, in my opinion. He is a Democrat, for edification purposes. These two people—one Republican, one Democrat—worked to make sure that we get FEMA in, that we get all of the aid that we can into the area as quickly as we can so that people can receive assistance.

There are people who are going to need shelter. It is estimated that out in the Greenspoint area—this is the area where my colleague, SHEILA JACKSON LEE, happens to be the representative from—1,800 apartments have flood damages. 1,800. We have got some 400 workers at the time I received this intelligence out there helping to make repairs. These workers are going to be paid for the jobs that they are doing. That is additional cost.

We had more than 150 families who needed accommodations. They will need these accommodations for perhaps as much as 3 weeks. This could end up costing us an additional \$150,000. These are all costs that we can mitigate, that we can reduce. We may not eliminate them, but we can reduce these costs.

In the Meyerland area, this is an area that was hit hard when we had the Memorial Day flood, and now when we had this tax day flood—we are talking about within a year—we have people who are just moving back into their homes—just moving back into their homes—and they are flooded again.

This area and the people of this area have sent out a clarion call for help. They have sent the hew and cry not only to the Congress, but also to the Corps of Engineers, also to the county commissioners. They want the city council, the State to do something about this problem.

Houston has a problem, but Houston has a solution. H.R. 5025 is that solution.

In that Meyerland area that I am speaking of there lives a family, the Tice family. I want to express my gratitude to the Tice family because when we set out to visit with people in the area and call these problems to the attention on a city-wide basis by publishing these problems, that Tice family opened the doors of their home to us so that we could come in and meet at their home. They didn't have to do it, but I am appreciative that they opened the doors of their home. I am especially appreciative as it relates to this family, Mr. Speaker, because this family, the Tice family, has a son who is being held captive in Syria as I speak. This family is suffering the problems associated with somebody that they love dearly, their son being held captive in Syria, and they get flooded. Fortunately, this time they barely escaped, but they had to do mitigation. They had to raise their floors. They had to do things so that they would not get flooded.

I am calling on us in the Congress to please, let's help the many families who will suffer again. This is not going to be the last time that I will come to the floor with this bill if we don't get the help this time. I assure you that within the foreseeable future, we will have a similar circumstance.

How do you know, AL GREEN? How do you know you are going to have a similar circumstance?

Well, I know because between 1996 and 2014, we had 86 days of flooding and/or flash flooding in Houston, Harris County. That averages to four to five days of flooding each year. This is not—N-O-T—this is not a problem that is going away.

We can resolve it this time with H.R. 5025 or I will be back to the floor, and I will be calling this problem to our attention again; we will be talking about more damages to homes; we will be talking about cars that have been flooded and in need of repair; and we will be talking about, unfortunately—and I pray that I am entirely wrong—we will be talking about lives that have been lost; and we will be talking about how we could have then, how we could have now, how we could have done things to avoid some of these consequences.

□ 2015

These consequences can be mitigated, and it is up to us to take the affirmative action to do so.

Mr. Speaker, in closing, I want to thank the cosponsors of this legislation, H.R. 5025. Many have signed onto it. I think that, in a few short days, we have nearly 50 cosponsors, and we will be asking others to sign on to H.R. 5025.

In thanking the leadership, I am asking that we have an opportunity to, please, let us, at some point, either

bring the bill to the floor or let us incorporate it into some of the supplemental relief that we will be according persons in the immediate future.

Houston has a problem, but H.R. 5025 can be a great part of the solution.

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

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mrs. LAWRENCE (at the request of Ms. PELOSI) for April 26 and today.

ADJOURNMENT

Mr. AL GREEN of Texas. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 8 o'clock and 16 minutes p.m.), under its previous order, the House adjourned until tomorrow, Thursday, April 28, 2016, at 10 a.m. for morning-hour debate.

EXECUTIVE COMMUNICATIONS, ETC.

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

5167. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's final rule — Anchorage Regulations; Connecticut River, Old Saybrook, CT [Docket No.: USCG-2012-0806] (RIN: 1625-AA01) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5168. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's temporary final rule — Special Local Regulation; Daytona Beach Grand Prix of the Seas; Atlantic Ocean, Daytona Beach, FL [Docket No.: USCG-2015-1108] (RIN: 1625-AA08) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5169. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's temporary final rule — Special Local Regulation; Chesapeake Bay, between Sandy Point and Kent Island, MD [Docket No.: USCG-2015-1126] (RIN: 1625-AA08) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5170. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's interim rule — Safety Zone; Santa Cruz Harbor Shoaling, Santa Cruz County, CA [Docket No.: USCG-2016-0194] (RIN: 1625-AA00) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5171. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's temporary final rule — Safety Zone; Lower Mississippi River Mile 95.7 to 96.7; New Orleans, LA [Docket No.: USCG-2016-0189] (RIN:

1625-AA00) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5172. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's final rule — Drawbridge Operation Regulation; Chincoteague Bay, Chincoteague, VA [Docket No.: USCG-2014-0483] (RIN: 1625-AA09) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5173. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's temporary final rule — Special Local Regulation; Charleston Race Week, Charleston Harbor, Charleston, SC [Docket No.: USCG-2015-1055] (RIN: 1625-AA08) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5174. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's temporary final rule — Safety Zone; Hudson River, Tarrytown, NY [Docket No.: USCG-2016-0226] (RIN: 1625-AA00) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5175. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's temporary final rule — Special Local Regulation; Bucksport/Lake Murray Drag Boat Spring Nationals, Atlantic Intracoastal Waterway; Bucksport, SC [Docket No.: USCG-2016-0009] (RIN: 1625-AA08) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5176. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's temporary final rule — Safety Zone; Urbanna Creek, Urbanna, VA [Docket No.: USCG-2016-0174] (RIN: 1625-AA00) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5177. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's final rule — Anchorage Regulations; Port of New York [Docket No.: USCG-2015-0038] (RIN: 1625-AA01) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5178. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's final rule — Tonnage Regulations Amendments [Docket No.: USCG-2011-0522] (RIN: 1625-AB74) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5179. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's final rule — Anchorage Regulations; Connecticut River, Old Saybrook, CT [Docket No.: USCG-2012-0806] (RIN: 1625-AA01) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5180. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's

temporary final rule — Safety Zone; Upper Mississippi River 321.4 to 321.6; Quincy, IL [Docket No.: USCG-2016-0155] (RIN: 1625-AA00) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5181. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's final rule — Commercial Fishing Vessels Dispensing Petroleum Products [Docket No.: USCG-2014-0195] (RIN: 1625-AC18) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5182. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's final rule — Drawbridge Operation Regulation; Victoria Barge Canal, Bloomington, TX [Docket No.: USCG-2014-0952] (RIN: 1625-AA09) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5183. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's temporary final rule — Safety Zone; Little Calumet River, Chicago, IL [Docket No.: USCG-2016-0148] (RIN: 1625-AA00) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5184. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's final rule — Drawbridge Operation Regulation; Saginaw River, Bay City, MI [Docket No.: USCG-2015-0934] (RIN: 1625-AA09) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5185. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's temporary final rule — Safety Zone; Sunken Vessel, North Channel, Boston, MA [Docket No.: USCG-2016-0127] (RIN: 1625-AA00) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5186. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's temporary final rule — Safety Zone; Newtown Creek, Queens, NY [Docket No.: USCG-2016-0100] (RIN: 1625-AA00) received April 22, 2016, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Ms. FOXX: Committee on Rules. House Resolution 706. Resolution providing for consideration of the bill (H.R. 4901) to reauthorize the Scholarships for Opportunity and Results Act, and for other purposes; providing for consideration of the joint resolution (H.J. Res. 88) disapproving the rule submitted by the Department of Labor relating to the definition of the term "Fiduciary"; and providing for proceedings during the period from May 2, 2016, through May 9, 2016 (Rept. 114-533). Referred to the House Calendar.