

The North Texas Municipal Water District has long endeavored to develop a reservoir project in Fannin County, Texas. This project would help address the growing population within the water district which is expected to double to 3.7 million residents within the next 50 years. The project would also support millions of dollars in regional economic growth while helping us to meet the projected north Texas water supply needs through 2040 and beyond.

To date, the North Texas Municipal Water District has faced tremendous obstacles during the permitting process, which has hindered progress on this crucial project. This amendment would simply compel the Environmental Protection Agency and the U.S. Army Corps of Engineers to issue a final permit for the construction of the reservoir no later than September 30 of next year.

The Texas delegation has a long history of coming together and reaching across the aisle to accomplish great things for our State. The process behind this amendment was no different, and I am proud to work with my colleagues to offer this amendment.

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

Mr. SAM JOHNSON of Texas. Mr. Chairman, I thank my friend from Texas, Congresswoman EDDIE BERNICE JOHNSON. She and I have been friends forever.

Mr. Chairman, I yield 2 minutes to the gentleman from Texas (Mr. SESSIONS), my good friend.

Mr. SESSIONS. Mr. Chairman, I want to stand before this body and thank the gentleman, SAM JOHNSON, and the gentlewoman, EDDIE BERNICE JOHNSON, for their support in this important effort.

Mr. Chairman, what we are doing here today is most important. We are trying to prepare for future generations of people who will be living in Texas who want and need to make sure that we have water reservoirs that are available and prepared for that growth that will occur. This is not a partisan issue, and it is not a political issue. It is a regional issue. It is something that we have worked on very diligently.

Congressman SAM JOHNSON and Congresswoman EDDIE BERNICE JOHNSON have gathered together, and we have worked to make sure that as we talk about this project we have worked with the EPA, we have worked with the Corps of Engineers, we have worked with the North Texas Municipal Water District, and we have made sure that during this process that we have all stuck to our word.

This opportunity that we have today is to make sure that we stick to our word, that all of the organizations who have worked with us know that we have set a date by which this must be done. There are lots of ways for people to slip out, find problems, and ignore the things which are team oriented.

I think that what SAM JOHNSON is doing here today makes real sense, and

that is why last night at the Rules Committee I made sure that we not only made this in order today, but that we can do this together.

I want to thank the gentlewoman from Dallas, Texas (Ms. EDDIE BERNICE JOHNSON), and the gentleman from Plano, Texas (Mr. SAM JOHNSON), for the work that they have done. I thank the gentleman for the time that he has yielded me.

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Chairman, I have no further comments. I just wish to request support for this amendment.

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

Mr. SAM JOHNSON of Texas. Mr. Chairman, I thank both of you all and all our Dallas delegation, the Texas delegation really, for this interest.

My commonsense amendment is intended to prevent a real water crisis—which we are getting close to—by getting the Federal Government to finally issue the needed permit for this vital local reservoir project. I ask all my colleagues to support this amendment. Please pass this amendment. Let's get the water north Texas needs.

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

The Acting CHAIR. The question is on the amendment offered by the gentleman from Texas (Mr. SAM JOHNSON). The amendment was agreed to.

□ 1600

AMENDMENT NO. 6 OFFERED BY MR. RIBBLE

The Acting CHAIR. It is now in order to consider amendment No. 6 printed in House Report 114-794.

Mr. RIBBLE. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

At the end of title I, add the following:  
SEC. 1. CONSIDERATION OF USE OF NATURAL AND NATURE-BASED FEATURE.

In carrying out the design, construction, maintenance, repair, and rehabilitation of development projects, including flood risk reduction, coastal resiliency, and ecosystem restoration projects, the Secretary shall ensure that appropriate consideration is given to the use of natural and nature-based features.

The Acting CHAIR. Pursuant to House Resolution 897, the gentleman from Wisconsin (Mr. RIBBLE) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Wisconsin.

Mr. RIBBLE. Mr. Chairman, I yield myself such time as I may consume.

My amendment is very simple. It is a 40-word technical correction from my perspective. This amendment simply states that the Secretary of the U.S. Corps of Engineers needs to consider—it doesn't mandate anything—it just says they should consider the use of natural and nature-based products when they are looking at various scopes of work.

Let me give you an example, Mr. Chairman. I serve the Eighth Congress-

sional District of Wisconsin and Green Bay is in my district. The waters of Green Bay have been affected by overflows of phosphorus and various nutrients. In this case, as part of the mitigation of trying to retain that phosphorus on the ground rather than in the bay, the Corps of Engineers could use natural berms. They could use weeds and grasses and different landscaping methods that are both aesthetically and technically better in this case.

So my amendment simply says that in this case the Secretary should allow consideration of these products. Not recommend them, not push them, not advocate for them, but simply have them in their consideration as they carry out the design, construction, maintenance, repair, and rehabilitation of water resources in this country.

This amendment is supported by the American Council of Engineering Companies, the American Shore and Beach Preservation Association, the American Society of Civil Engineers, the American Society of Landscape Architects, and about ten others or so.

Mr. Chairman, that is the scope of the amendment.

I reserve the balance of my time.

Mr. DEFAZIO. Mr. Chairman, I claim the time in opposition, though I am not in opposition.

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

There was no objection.

Mr. DEFAZIO. Mr. Chairman, I yield myself such time as I may consume.

I want to congratulate the gentleman on his persistence. This is a very commonsense amendment and it could have tremendous benefits nationwide. It is great policy. I congratulate him for his persistence because this amendment was rejected in committee, but things seem different on the floor, and that is great.

I urge our colleagues to support this fully.

I yield back the balance of my time.

Mr. RIBBLE. Mr. Chairman, I also thank the ranking member for his words. I want to thank Chairman SHUSTER as well for recognizing that this amendment has merit.

I recommend that my colleagues support this amendment.

I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Wisconsin (Mr. RIBBLE).

The amendment was agreed to.

The Acting CHAIR. The Committee will rise informally.

The Speaker pro tempore (Mr. WOODALL) assumed the chair.

#### FURTHER MESSAGE FROM THE SENATE

A further message from the Senate by Ms. Curtis, one of its clerks, announced that the Senate has passed with an amendment a bill of the House of the following title:

H.R. 5325. An act making appropriations for the Legislative Branch for the fiscal year ending September 30, 2017, and for other purposes.

The SPEAKER pro tempore. The Committee will resume its sitting.

**WATER RESOURCES  
DEVELOPMENT ACT OF 2016**

The Committee resumed its sitting.

AMENDMENT NO. 7 OFFERED BY MR. ROGERS OF  
KENTUCKY

The Acting CHAIR (Mr. HULTGREN). It is now in order to consider amendment No. 7 printed in House Report 114-794.

Mr. ROGERS of Kentucky. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

At the end of title I, add the following:

**SEC. \_\_\_\_ RECREATIONAL ACCESS.**

Section 1035 of the Water Resources Reform and Development Act of 2014 (Public Law 113-121; 128 Stat. 1234) is amended—

(1) by striking subsection (b) and inserting the following:

“(b) RECREATIONAL ACCESS.—The Secretary shall allow the use of a floating cabin on waters under the jurisdiction of the Secretary in the Cumberland River basin if—

“(1) the floating cabin—

“(A) is in compliance with, and maintained by the owner to satisfy the requirements of, regulations for recreational vessels, including health and safety standards, issued under chapter 43 of title 46, United States Code, and section 312 of the Federal Water Pollution Control Act (33 U.S.C. 1322); and

“(B) is located at a marina leased by the Corps of Engineers; and

“(2) the Secretary has authorized the use of recreational vessels on such waters.”; and

(2) by adding at the end the following:

**“(C) LIMITATION ON STATUTORY CONSTRUCTION.—**

“(1) IN GENERAL.—Nothing in this section may be construed to authorize the Secretary to impose requirements on a floating cabin or on any facility that serves a floating cabin, including marinas or docks located on waters under the jurisdiction of the Secretary in the Cumberland River basin, that are different or more stringent than the requirements imposed on all recreational vessels authorized to use such waters.

“(2) DEFINITIONS.—In this subsection, the following definitions apply:

“(A) VESSEL.—The term ‘vessel’ has the meaning given that term in section 3 of title 1, United States Code.

“(B) REQUIREMENT.—The term ‘requirement’ includes a requirement imposed through the utilization of guidance.”.

The Acting CHAIR. Pursuant to House Resolution 897, the gentleman from Kentucky (Mr. ROGERS) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Kentucky.

Mr. ROGERS of Kentucky. Mr. Chairman, this small legislative clarification will go a long way to promote tourism and economic opportunity on Corps lakes.

Beautiful Lake Cumberland, in my Congressional District, is the largest man-made lake east of the Mississippi.

Located within a day’s drive of 87 million Americans and with over 1,200 miles of pristine coastline, it is the ideal location for families to enjoy a week or a weekend on a houseboat.

Indeed, Lake Cumberland was once the houseboat capital of America, but that all abruptly changed when a major Corps rehabilitation project on the dam coincided with a downturn of the U.S. economy in 2007. The Corps had to lower the lake by some 43 feet to repair damage to Wolf Creek Dam, and the houseboat business was all but decimated.

It took 7 years to complete this project and restore lake levels, but I am proud to say, Mr. Chairman, that Lake Cumberland is now open for business. Unfortunately, the Corps has not been as eager as others to bring back the vibrant houseboat industry that once flourished in this region, or to support the emerging floating cabin industry that promises to make lake life accessible to more and more vacationers and families.

With Chairman SHUSTER’s support, we added bipartisan language to the last WRDA bill to ensure that floating cabins, once garnering safety approval by the U.S. Coast Guard, would be permitted on Corps lakes. However, the Corps has since found new and creative ways to continue banning floating cabins from their lakes, particularly through the promulgation of overly burdensome guidance with requirements far more stringent than those health and safety standards expected by the Coast Guard.

The Coast Guard has successfully safeguarded our maritime system since its creation in 1790, and it is, therefore, the Coast Guard that should be the lead Federal agency in regulating the vessels that navigate our Federal waterways. Today’s amendment simply reinforces congressional intent to ensure that there is one standard for these floating cabins, and that standard would be set by the U.S. Coast Guard. Safety should always remain our highest priority, and I am confident these cabins will create exciting new opportunities at Lake Cumberland and other Corps lakes.

I urge support of this amendment.

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

The Acting CHAIR (Mr. YODER). The question is on the amendment offered by the gentleman from Kentucky (Mr. ROGERS).

The amendment was agreed to.

AMENDMENT NO. 8 OFFERED BY MR. ROUZER

The Acting CHAIR. It is now in order to consider amendment No. 8 printed in House Report 114-794.

Mr. ROUZER. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

At the end of title I, add the following:

**SEC. \_\_\_\_ NO WAKE ZONES FOR VESSELS.**

(a) IN GENERAL.—The Secretary shall work with State and local officials to establish a

no wake zone for vessels in a covered navigation channel if—

(1) State or local law enforcement officers have documented that there exist safety hazards that are a direct result of excessive wakes in the channel;

(2) a State law has been enacted to establish a no wake zone for the channel or waters adjacent to the channel; and

(3) the no wake zone complies with any recommendation made by the Commandant of the Coast Guard to ensure the safety of vessels operating in the zone and the safety of the passengers and crew aboard such vessels.

(b) EXCEPTION.—A no wake zone established pursuant to this section shall not apply to the operation of a towing vessel, as defined in section 2101 of title 46, United States Code.

(c) COVERED NAVIGATION CHANNEL.—In this section, the term “covered navigation channel” means a navigation channel that—

(1) is federally marked or maintained;

(2) is part of the Atlantic Intracoastal Waterway; and

(3) is adjacent to a marina.

The Acting CHAIR. Pursuant to House Resolution 897, the gentleman from North Carolina (Mr. ROUZER) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from North Carolina.

Mr. ROUZER. Mr. Chairman, I have come here to the floor this afternoon because there is a specific and, I would argue, unique public safety concern that I have in my district right along the Intracoastal Waterway. Specifically, it is right there at Southport Marina.

Let me give you a visual description of what is taking place there. When you are traveling up the Intracoastal Waterway, particularly from the south, you can’t see the Southport Marina at all. There is not a no-wake zone there. Because you can’t see the Southport Marina, these boats, particularly the recreational users, fly right on through there.

This is a high traffic area, particularly during the spring and summer months when you have a lot of recreational boaters on the water. This is a growing area. In fact, this has been a public safety concern for some time; so much of a public safety concern, that the State of North Carolina passed a law requiring that this area adjacent to the Southport Marina be a no-wake zone. The problem is the Army Corps of Engineers and the Coast Guard won’t recognize it.

So let me give you this mental picture again. You have got the Intracoastal Waterway, you have a marina that most boaters, particularly those speeding up from the south, can’t see on the left-hand side. They are flying through there. You have all kinds of boats coming in and out, recreational boats coming in and out of the marina. This is a major accident waiting to happen.

The local sheriff’s office is quite concerned about this. The local government and county commissioners, town, and all of the local citizens are quite concerned about this. Again, I want to