

a Member of the Joint Economic Committee:

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, DC, May 22, 1997.

Hon. NEWT GINGRICH,
Speaker, U.S. House of Representatives, Wash-
ington, DC.

DEAR MR. SPEAKER: I hereby resign from the Joint Economic Committee effective today, May 22, 1997.

Should I in the future petition to again serve on this committee, I ask that such a request be given due consideration.

Sincerely,

DONALD A. MANZULLO,
Member of Congress.

APPOINTMENT OF MEMBER TO
JOINT ECONOMIC COMMITTEE

The SPEAKER pro tempore. Without objection, and pursuant to the provisions of 15 U.S.C. 1024(a), the Chair announces the Speaker's appointment of the following Member of the House to the Joint Economic Committee: Mr. EWING of Illinois.

There was no objection.

COMMUNICATION FROM DISTRICT
STAFF DIRECTOR OF HON.
RALPH REGULA, MEMBER OF
CONGRESS

The SPEAKER pro tempore laid before the House the following communication from Daryl L. Revoldt, district staff director of Hon. RALPH REGULA, Member of Congress:

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, DC, March 12, 1997.

Hon. NEWT GINGRICH,
Speaker of the House,
U.S. House of Representatives,
Washington, DC.

DEAR MR. SPEAKER: This is to formally notify you pursuant to Rule L(50) of the Rules of the House that I have been served a subpoena issued by the Canton Municipal Court, Stark County, State of Ohio.

After consultations with the General Counsel, I will make the determinations required by Rule L.

Sincerely,

DARYL L. REVOLDT,
District Staff Director.

COMMUNICATION FROM CHAIRMAN
OF COMMITTEE ON TRANSPOR-
TATION AND INFRASTRUCTURE

The SPEAKER pro tempore laid before the House the following communication from the chairman of the Committee on Transportation and Infrastructure; which was read and, without objection, referred to the Committee on Appropriations:

U.S. CONGRESS, COMMITTEE ON
TRANSPORTATION AND INFRA-
STRUCTURE,

Washington, DC, May 9, 1997.

Hon. NEWT GINGRICH,
Speaker of the House, House of Representatives,
Washington, DC.

DEAR MR. SPEAKER: Enclosed are copies of resolutions adopted on May 7, 1997 by the Committee on Transportation and Infrastructure. Copies of the resolutions are being transmitted to the Department of the Army.

With kind personal regards, I am
Sincerely,

BUD SHUSTER,
Chairman.

U.S. CONGRESS, COMMITTEE ON
TRANSPORTATION AND INFRA-
STRUCTURE,
Washington, DC, May 9, 1997.

COMMITTEE ON TRANSPORTATION AND INFRA-
STRUCTURE, U.S. HOUSE OF REPRESENTA-
TIVES, WASHINGTON, DC.—RESOLUTION
DOCKET 2511, REDWOOD CITY HARBOR,
CALIFORNIA

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the Secretary of the Army is requested to review the report of the Chief of Engineers on Redwood City Harbor, California, published as House Document 104, 81st Congress, 1st Session, and any other pertinent reports to determine whether modifications of the recommendations contained therein are advisable at the present time in the interest of navigation improvements and related purposes at Redwood City Harbor, California, with particular reference to providing increased depths to accommodate new, larger vessels that now call on the port.

Adopted: May 7, 1997.

Attest: Bud Shuster, Chairman.

U.S. CONGRESS, COMMITTEE ON
TRANSPORTATION AND INFRA-
STRUCTURE,

Washington, DC, May 9, 1997.

COMMITTEE ON TRANSPORTATION AND INFRA-
STRUCTURE, U.S. HOUSE OF REPRESENTA-
TIVES, WASHINGTON, DC.—RESOLUTION
DOCKET 2512, BLACK WARRIOR-TOMBIGBEE
WATERWAY, ALABAMA

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the Secretary of the Army is requested to review the reports on the Warrior and Tombigbee Rivers, Alabama, contained in House Document Number 99-198, 99th Congress, 2nd Session and House Document Number 276, 76th Congress, 1st Session and other pertinent reports to determine whether modifications of the recommendations contained therein are advisable at this time in the interest of commercial navigation, including an evaluation of additional navigational improvements in the Mobile and Tombigbee Rivers below Demopolis.

Adopted: May 7, 1997.

Attest: Bud Shuster, Chairman.

U.S. CONGRESS, COMMITTEE ON
TRANSPORTATION AND INFRA-
STRUCTURE,

Washington, DC, May 9, 1997.

COMMITTEE ON TRANSPORTATION AND INFRA-
STRUCTURE, U.S. HOUSE OF REPRESENTA-
TIVES, WASHINGTON, DC.—RESOLUTION
DOCKET 2513, LOWER EASTERN SHORE,
MARYLAND

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the Secretary of the Army is requested to review the report of the Chief of Engineers on the Chesapeake Bay, Maryland and Virginia, published as House Document 176, 88th Congress, 1st Session, and other pertinent reports with a view to conducting a watershed management study, in cooperation with other Federal agencies, the State of Maryland, its political subdivisions and agencies and instrumentalities thereof, of water resources improvements in the interest of navigation, flood control, hurricane protec-

tion, erosion control, environmental restoration, wetlands protection and other allied purposes.

Adopted: May 7, 1997.

Attest: Bud Shuster, Chairman.

U.S. CONGRESS, COMMITTEE ON
TRANSPORTATION AND INFRA-
STRUCTURE,

Washington, DC.

COMMITTEE ON TRANSPORTATION AND INFRA-
STRUCTURE, U.S. HOUSE OF REPRESENTA-
TIVES, WASHINGTON, DC.—RESOLUTION
DOCKET 2514, COSUMNES AND MOKELUMNE
RIVERS, CALIFORNIA

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the Secretary of the Army is requested to review the report of the Chief of Engineers on the Sacramento-San Joaquin Basin Streams, California, published as House Document 367, 81st Congress, 1st Session, and other pertinent reports, to determine whether modifications to the recommendations contained therein are advisable at the present time, with specific reference to the Cosumnes and Mokelumne Rivers, California, in the interest of flood control, including structural and non-structural solutions, and in the interest of environmental protection and restoration, and other purposes.

Adopted: May 7, 1997.

Attest: Bud Shuster, Chairman.

U.S. CONGRESS, COMMITTEE ON
TRANSPORTATION AND INFRA-
STRUCTURE,

Washington, DC.

COMMITTEE ON TRANSPORTATION AND INFRA-
STRUCTURE, U.S. HOUSE OF REPRESENTA-
TIVES, WASHINGTON, DC.—RESOLUTION
DOCKET 2515, SHREWSBURY RIVER AND TRIBU-
TARIES IN MONMOUTH COUNTY, NEW JERSEY

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the Secretary of the Army is requested to review the report of the Chief of Engineers on the Shore of New Jersey from Sandy Hook to Barnegat Inlet, published as House Document 332, 85th Congress, 2nd Session, the Report of Limited Reconnaissance Study on the entire Shore of New Jersey, dated September 1990, and other pertinent reports, with a view to determining whether any modifications of the recommendations contained therein are advisable at the present time, in the interest of water resources development, including flood control, environmental restoration and other allied purposes.

Adopted: May 7, 1997.

Attest: Bud Shuster, Chairman.

U.S. CONGRESS, COMMITTEE ON
TRANSPORTATION AND INFRA-
STRUCTURE,

Washington, DC.

COMMITTEE ON TRANSPORTATION AND INFRA-
STRUCTURE, U.S. HOUSE OF REPRESENTA-
TIVES, WASHINGTON, DC.—RESOLUTION
DOCKET 2516, SAN FRANCISCO BAY, CALIFORNIA

Resolved by the Committee on Transportation and Infrastructure of the United States House of Representatives, That the Secretary of the Army is requested to review the report of the Chief of Engineers on the San Francisco Harbor, California, published as House Document 50, 72nd Congress, 2nd Session, and other pertinent reports, with a view to determining whether any modifications to the existing navigation project in San Francisco Bay are advisable at this time, in the interest of improved navigational safety by removal of submerged rocks, shoals, and other hazards to deep-draft vessels traversing the existing navigation channels. In conducting the benefit/cost analysis