

criminal convictions, that property owners can continue to look at that and make sure that that is something that they're not going to be found in violation of a law if they use that mechanism.

This is a simple amendment. I would urge its adoption, and I yield back the balance of my time.

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

The amendment was agreed to.

AMENDMENT OFFERED BY MS. HERRERA  
BEUTLER

Ms. HERRERA BEUTLER. Madam Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will report the amendment.

The Clerk read as follows:

At the end of the bill, before the short title, insert the following:

SEC. \_\_\_\_\_. None of the funds made available in this Act may be used to build flood protection walls for Interstate 5 between mile posts 72-82 in Lewis County, Washington.

The Acting CHAIR. The gentlewoman from Washington is recognized for 5 minutes.

Ms. HERRERA BEUTLER. Madam Chairman, the reason I bring this amendment to the desk is because there are families, there are businesses, moms and dads in Lewis County on I-5 that have experienced devastating flooding. In fact, at one of my meetings back there, I met a wonderful older woman who has lived in that county for decades, and she said to me, Honey, when it starts to rain outside, I get terrified. I don't know if I should put all my valuables in the attic and I should leave the house. That's because in 2007, Madam Chairman, this county experienced devastating flooding. And every time it rains, the residents wonder if this is going to be the next catastrophic flood that they lose their businesses, lose their homes, and that devastates families.

Our State legislature and locals in the community in Lewis County have been seeking a basin-wide solution to flood protection. The Army Corps of Engineers has spent decades studying this issue, and the time of the study is over. We also need a solution that isn't going to wall off the twin cities in Lewis County by erecting an 11-mile levee that basically turns those cities into a bathtub.

With this amendment, I was seeking to prohibit that bathtub effect, so to speak, so as to protect the businesses and the families and the commerce that take place. We can come up with a better solution. However, Madam Chairman, because this is such an important issue, and I want to make sure that we do this right, I'm going to withdraw my amendment at this time.

Actually before I do so, Madam Chairman, would it be possible to ask a question of the subcommittee chairman?

Mr. LATHAM. Will the gentlelady yield?

Ms. HERRERA BEUTLER. I would be happy to yield.

Mr. LATHAM. I understand the concerns you have, and I would look forward to working with you as we get towards conference to try and address your concerns on this very important issue, obviously, for your constituents and would be pleased to be of any kind of assistance we possibly could.

Ms. HERRERA BEUTLER. Thank you, Mr. Chair.

With that, I withdraw my amendment, Madam Chairman, and yield back the balance of my time.

The Acting CHAIR. Without objection, the amendment is withdrawn.

There was no objection.

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Mr. LATHAM. I move to strike the last word.

The Acting CHAIR. The gentleman from Iowa is recognized for 5 minutes.

Mr. LATHAM. Madam Chairman, I believe we are coming to the end here, and I just want to make a couple of comments.

As far as the gentleman from Massachusetts, once again, this will be his last appropriation bill on the floor as the ranking member and a former chairman of this subcommittee. Mr. OLVER has done an outstanding job over the years. We don't always agree on everything. Do we, JOHN? But we work very, very well together. And I just want to wish you and your wife the best.

You are a great partner and someone who I admire very, very much—your intelligence, your ability to look in detail at programs. And we kid each other—or I kid Mr. OLVER a lot about maybe having debates inside his mind sometimes in committee. But he's always extraordinarily thoughtful and someone, again, that I admire very, very much.

Madam Chairman, we've been through a 2-day process here. We have gone through a lot of amendments. I believe that we are to the point where we can bring this effort to a conclusion.

And I would, again, thank Mr. OLVER, thank the staff, the professional staff on both sides, on the majority and on the minority side, for doing such an outstanding job. Working together is very difficult sometimes on these bills. Also, in my office, Doug Bobbitt does such a fabulous job working on this bill for me. But I just want to say thank you to everyone.

Madam Chairwoman, I move that the Committee do now rise.

The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. DENHAM) 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. 5972) making appropriations for the Departments of Transportation, and Housing and Urban Development,

and related agencies for the fiscal year ending September 30, 2013, and for other purposes, had come to no resolution thereon.

REMOVAL OF NAME OF MEMBER  
AS COSPONSOR OF H.R. 1380

Mr. LANDRY. Mr. Speaker, I ask unanimous consent that I be removed as a cosponsor of H.R. 1380.

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

There was no objection.

MOTION TO INSTRUCT CONFEREES  
ON H.R. 4348, SURFACE TRANSPORTATION  
EXTENSION ACT OF 2012, PART II

Ms. HAHN. Madam Speaker, I have a motion at the desk.

The SPEAKER pro tempore (Ms. FOXX). The Clerk will report the motion.

The Clerk read as follows:

Ms. Hahn moves that the managers on the part of the House at the conference on the disagreeing votes of the two Houses on the Senate amendment to the bill H.R. 4348 be instructed to agree to the freight policy provisions in Sec. 1115, Sec. 33002, Sec. 33003, and Sec. 33005 of the Senate amendment.

The SPEAKER pro tempore. Pursuant to clause 7 of rule XXII, the gentlewoman from California (Ms. HAHN) and the gentleman from California (Mr. DENHAM) each will control 30 minutes.

The Chair recognizes the gentlewoman from California.

Ms. HAHN. Madam Speaker, I yield myself as much time as I may consume.

My motion to instruct the conferees would be in favor of the Senate language as it relates to freight and goods movement. It would authorize a national freight plan, national surface transportation and freight policy, and a port infrastructure development initiative.

We have all heard that the conference report is close to being filed. I have also heard that the Senate freight provisions are not in the final agreement. I want to come to the floor tonight and make one last attempt to ensure that our country has a national freight policy.

Madam Speaker, the Port of Los Angeles is in my backyard; and when I was on the city council in Los Angeles, I focused on transporting the goods that arrive in the port to the rest of the Nation. When I came to Congress almost a year ago, I was surprised that there was not enough attention on our ports, and I was surprised that we didn't even have a ports caucus. So I cofounded the bipartisan Ports Caucus with my good friend, TED POE from Texas, to educate the rest of our Members on the importance of our ports and goods movement to our Nation's economy. So first, for those who don't know what "goods movement" is, I would like to talk about why it's crucial for our Nation.