

get to leave Washington and go back home to see my grandkids. Nothing warms my heart more than Emily, Nathan, and Kathryn running up and giving me a hug.

As a grandfather, I find myself giving commonsense advice to my grandchildren. It's funny to tell them obvious things and realize that it seems like sage wisdom to them. "Emily, look both ways when you cross the street." "Nathan, if you want to be big and strong, you need to eat your vegetables." "Kathryn, always wear your seatbelt." Finally, "Don't stick your finger in the light socket."

Since the passage of ObamaCare, the economy has stagnated as businesses try to figure out the new rules and the regulations.

Don't stick your finger in the light socket.

ObamaCare is turning running our Nation into a country of part-time workers as companies try to fall under the 30-hour threshold for their employees.

Don't stick your finger in the light socket.

Premiums are rising rather than falling.

Don't stick your finger in the light socket.

By the President's own admission, the systems to implement ObamaCare are not yet ready.

Don't stick your finger in the light socket.

Americans are pleading with the Senate and the President to stop sticking their fingers in the light socket.

OBAMACARE

(Ms. NORTON asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. NORTON. After 41 votes to repeal the Affordable Care Act, the Republicans want the administration to believe that they now want only a delay. Why don't they state that forthrightly? Why don't they say they are now for the Affordable Care Act, but they want to delay it because of certain issues and bring them forward?

Instead, their call for delay is still about their opposition altogether to the Affordable Care Act. One hundred thousand Americans are already receiving benefits under the Affordable Care Act. Do you really want us to yank them back from benefits that they have never received before? That doesn't make a lot of sense.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. MEADOWS). Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

AUTHORIZING FUNDS FOR EMERGENCY RELIEF PROJECTS

Mr. PETRI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3174) to authorize the Secretary of Transportation to obligate funds for emergency relief projects arising from damage caused by severe weather events in 2013, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3174

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. EMERGENCY RELIEF PROJECTS.

The Secretary of Transportation may obligate any funds made available to implement section 125 of title 23, United States Code, for emergency relief projects arising from damage caused by severe weather events in 2013, without any limitation on obligations for such projects resulting from a single natural disaster or a single catastrophic failure in a State.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Wisconsin (Mr. PETRI) and the gentlewoman from the District of Columbia (Ms. NORTON) each will control 20 minutes.

The Chair recognizes the gentleman from Wisconsin.

GENERAL LEAVE

Mr. PETRI. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on the bill before us.

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

There was no objection.

Mr. PETRI. Mr. Speaker, I yield myself such time as I may consume.

H.R. 3174 is a bill with a clear and simple goal. This legislation allows the Department of Transportation to obligate previously authorized and appropriated funds for emergency relief projects without limitation to the amount a State can receive for a particular severe weather event. This bill does not increase spending and only applies to funds that have been previously authorized or appropriated.

This bill is consistent with the authorizing language in MAP-21, which we passed with bipartisan support last summer. MAP-21 does not limit how much a State can receive from the emergency relief program for a particular severe weather event.

This bill restores the flexibility provided in MAP-21 to the Department of Transportation to determine how funds that have already been authorized and appropriated should be spent. This bill has bipartisan support.

I reserve the balance of my time.

Ms. NORTON. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of H.R. 3174. This legislation would lift the cap on the

Federal Highway Administration emergency relief program funds that occur in 2013.

Earlier this month, Colorado experienced historic storms that resulted in severe flooding, landslides, and mudslides. As a result of these severe storms, more than 50 bridges have been damaged or destroyed and over 200 miles of roads in Colorado have been affected by the flooding.

Initial estimates by the Colorado Department of Transportation are that damage to roads and bridges as a result of the storm could cost between \$430 million and \$475 million.

To assist States in dealing with unexpected destruction of surface transportation infrastructure because of natural disasters or catastrophic failure caused by an external event, Congress created FHWA's emergency relief program. This program provides funding to States to make emergency repairs and restore Federal-aid highway facilities to pre-disaster conditions.

While the ER program receives \$100 million annually from the highway trust fund, demand for funding from this program usually exceeds this amount and requires supplemental appropriations from general revenues to address the backlog of funding requests from States.

Earlier this year, Congress appropriated \$2 billion for the ER program in the Hurricane Sandy relief legislation. This \$2 billion appropriation was intended to address rebuilding highways in the wake of Hurricane Sandy, as well as other natural disasters across the Nation.

Mr. Speaker, I would note that the House had a vigorous debate about Hurricane Sandy during that relief bill's consideration, with many of my friends on the other side of the aisle actually opposing the bill, including the sponsor of the legislation we are debating today. Thankfully, a majority of the House stood with our colleagues from States that suffered the incredible destruction as a result of Hurricane Sandy.

I would urge that we stand with our colleagues from Colorado today with the hope that prior opponents of such relief will see how important it is when it affects their own home State to understand that we are all in this together in this country when it comes to natural and catastrophic disasters.

□ 1030

Of the \$2 billion provided by that legislation for highway ER projects as a result of Hurricane Sandy and other disasters, approximately \$550 million remains available.

In addition to providing additional funding for the ER program, the legislation also restricted the amount that a State could receive of these funds to no more than \$100 million per incident, with a separate cap provided for highway repair funds for States affected by Hurricane Sandy.

To address the concern that Colorado could not be fully reimbursed for the

cost of restoring its infrastructure, which could cost more than \$400 million, in a timely manner, H.R. 3174 eliminates the \$100 million cap on ER funds made available in the Hurricane Sandy Relief Act for all disasters that occur in 2013.

This bill is consistent with changes to the ER program made in the most recent Surface Transportation Authorization Act, the Moving Ahead for Progress in the 21st Century Act, or MAP-21, which also eliminated the historical \$100 million cap.

Mr. Speaker, no State can plan for the type of destruction Colorado is dealing with as a result of the severe storms and flooding. That is why the ER program was created. That is why this House passed the Hurricane Sandy Relief Act and made additional highway repair funds available to all States that have suffered such natural disasters.

Mr. Speaker, I strongly urge my colleagues to join me in supporting H.R. 3174. Let us ensure that Colorado has the support and resources that it needs to rebuild its surface transportation infrastructure.

I reserve the balance of my time.

Mr. PETRI. Mr. Speaker, I yield such time as he may consume to the gentleman from Colorado, Representative GARDNER.

Mr. GARDNER. I thank the gentleman from Wisconsin and appreciate his leadership on this important matter as we try to bring relief to the people of Colorado who have suffered as a result of the floods that began on September 11.

I also thank the gentledady from the District of Columbia for her leadership on this issue as well and for her support of the underlying measure.

Thanks to Chairman SHUSTER and the Appropriations Committee as well, Chairman ROGERS, for supporting and making sure that this legislation moves to the floor as expeditiously as it has.

To the gentledady from the District of Columbia, I would note that I voted for the \$17 billion HAL ROGERS amendment on Sandy, making sure that we had emergency funding through FEMA for all victims of that atrocious storm and disaster. But I also tried to make sure that we had funding for another disaster that had happened in Colorado and the western United States, dealing with wildfires and forest fires.

In fact, I tried to amend the legislation with disaster assistance for Colorado that was rejected and was not allowed to go into the bill, and ultimately, I made a decision based on the fact that we were treating disasters differently. But it's important to know that we do come together for disaster assistance, to make sure that we take care of people who have been harmed around this country.

On September 11, just a couple weeks ago, a flood began that destroyed nearly 2,000 homes and damaged over 17,000 homes. Early reports indicate that al-

most 25 percent of the buildings at the University of Colorado received some kind of damage.

I have toured with other members of the Colorado congressional delegation—Mr. PERLMUTTER, Mr. COFFMAN, Mr. POLIS, our two Senators, Senator MARK UDALL and Senator BENNETT, as well as Governor Hickenlooper—as we have witnessed firsthand, both on the ground and from the air, the devastation that has taken place.

And for people who are rebuilding lives and rebuilding homes or rebuilding businesses that were lost, today this body takes a great step forward in providing at least one key component of certainty. And that certainty comes into those thoroughfares that allow them to get to and from school, to and from work, and farmers to get their goods to market.

Our transportation system was dramatically impacted by the floods. There were 200 line miles of highway affected. It's as if somebody had made a sand castle, built it, and a wave came and washed it away, a crumpled-up piece of paper, destroying hundreds of miles of Colorado highway. Fifty bridges were wiped out.

The Colorado Department of Transportation initially estimated that between \$300 million and \$500 million worth of damage was done to our highway system and has now settled on a figure closer to \$475 million. I commend the Federal Highway Administration, who swiftly released \$35 million to help with the cost of the most immediate repairs; but there must be more that is done.

And so, Mr. Speaker, I thank this body for its support of H.R. 3174, legislation that, with a "yes" vote, will not automatically lift the cap for other States that experience severe weather events, but allows the Secretary of Transportation to make that determination.

As the gentleman from Wisconsin (Mr. PETRI) noted, this is not a new appropriation. There is no new spending, but it gives flexibility to the Department of Transportation to make decisions that will help the people who have suffered in Colorado.

And as I mentioned, the cap was also raised to \$500 million for responses in other areas and other hurricanes—whether it's hurricanes, floods, or other events this country will face. We have an opportunity to help the people of Colorado, the people of this country get back on their feet. And I appreciate the support that this body has given this bill today.

Ms. NORTON. Mr. Speaker, I am pleased to yield 3 minutes to the gentleman from Colorado (Mr. PERLMUTTER).

Mr. PERLMUTTER. Mr. Speaker, I thank the gentlewoman from the District of Columbia for yielding time to me so that I can speak about the catastrophe that we had in Colorado 2½ weeks ago.

Some portions of our State received more rain in 3 days than we get in a

year and a half, and that amounted to tremendous flooding. Some people say it's a 200-year flood; others say it's a 500-year flood. But it damaged canyons, homes, businesses, roads up and down the front range of Colorado.

So our delegation has come together. There is some controversy as to the origins of this funding and whether or not the Republicans from Colorado supported this assistance for highways. That's in the past. We are together today because our State needs the assistance.

I rise to ask for quick passage of H.R. 3174, which will enable Colorado to quickly begin the process of rebuilding our damaged infrastructure. Almost 19,000 homes and businesses across Colorado were damaged or destroyed. I had friends, neighbors, and family affected by this storm.

I want to start by thanking our first responders—the police, the firefighters, the Colorado National Guard, the United States Army, and FEMA—for their heroic efforts to save lives. Individuals, volunteers, charities, the State, local, and Federal governments responded as one to help the people of the State of Colorado.

I witnessed firsthand, with Mr. GARDNER, Mr. POLIS, and our Senators and Governor, the National Guard rescuing a stranded family. These men and women, without a doubt, prevented these floods from taking more lives.

The damage throughout the State is catastrophic and truly unbelievable. I represent two counties of the nine that were declared major disaster areas. Now that the waters have receded, it is time to rebuild. At least 200 miles of State and Federal roads were damaged and 50 bridges were either damaged or destroyed by the floods; and that doesn't include local, county, and city streets, roads, and bridges.

In total, the Colorado Department of Transportation is estimating the damage to our State and Federal roads to be about \$475 million. The Denver Post reported:

The flooding that swept through Colorado is the biggest catastrophe to ever strike the State's infrastructure.

Current law restricts funds from this account to \$100 million per State per incident. We know the damage to roads, bridges, and infrastructure in our State will well exceed that \$100 million. I'm proud to be a cosponsor of H.R. 3174, with my friends in the Colorado delegation, to make sure Colorado has the resources needed to rebuild.

The SPEAKER pro tempore. The time of the gentleman has expired.

Ms. NORTON. I yield the gentleman an additional 1 minute.

Mr. PERLMUTTER. I thank the gentlewoman.

This bill does not cost a dollar. It simply allows the Secretary of Transportation the flexibility needed for Colorado and other communities impacted by severe weather events this year to rebuild our roads and bridges.

I'm asking all my colleagues to join me in supporting H.R. 3174 and help us in Colorado rebuild.

STATE OF COLORADO,
OFFICE OF THE GOVERNOR,
Denver, CO, September 23, 2013.

Hon. JOHN BOEHNER,
Speaker, House of Representatives,
Washington, DC.

Hon. NANCY PELOSI,
Minority Leader, House of Representatives,
Washington, DC.

Hon. HARRY REID,
Majority Leader, Senate,
Washington, DC.

Hon. MITCH MCCONNELL,
Minority Leader, Senate,
Washington, DC.

DEAR SPEAKER BOEHNER, MAJORITY LEADER REID, MINORITY LEADER PELOSI, AND MINORITY LEADER MCCONNELL: As you may know, this month massive rains and heavy flooding left over a dozen Colorado counties in devastation. With the rains, highways, bridges, and culverts were washed away. As a result, even now many communities still are cut off and isolated from the rest of the state. Colorado is in dire need of help.

Communities across Colorado's Front Range and Eastern Plains are starting to deal with aftermath of the flooding and destruction. The affected counties include Boulder, Adams, Larimer, Weld, Arapahoe, Broomfield, Clear Creek, Denver, El Paso, Fremont, Jefferson, Logan, Morgan, Pueblo, and Washington—an area so expansive, that it surpasses that of Delaware, Maryland, New Jersey, and Rhode Island combined. Early analyses show that the flooding was so severe that it may not occur again for 500 to 1,000 years.

Thousands of Colorado families are without homes, potable water, or power. Before the state can fully restore essential services to impacted towns and cities, and allow residents to permanently return home, we must repair our devastated highway system. Early estimates are that at least 50 bridges will need significant repair—30 of which must be fully replaced. Approximately 200 highway lane miles must be reconstructed. Temporary crossing structures are needed in the interim. And, today, numerous state highways and local roads remain closed, cutting off primary, and in some cases the only, access to Colorado cities and towns. Assessing the damage to Colorado's highway system is underway. But early assessments are that the damage will be several hundred million dollars.

Under the Disaster Relief Appropriations Act of 2013, Public Law 113-2, the U.S. Federal Highways Administration (FHWA) Emergency Relief Program (ERP), received over \$2.02 billion to help states rebuild and repair damages to their highways and bridges. In this bill, states impacted by Hurricane Sandy could receive up to \$500 million per disaster in ERP funds; however, all remaining states—including Colorado—were capped at \$100 million per disaster.

Given the widespread devastation to our state highway system, we are respectfully asking that Congress raise this \$100 million cap for Colorado as well. As the Colorado congressional delegation stated in a letter to the House and Senate Appropriations Committees, there are precedents for waiving or raising this cap. For example, the \$100 million was waived in response to damage caused by Hurricanes Gustav and Ike, and Hurricane Irene and the Missouri River basin flooding. Recently, the cap was raised to \$500 million for those states devastated by Hurricane Sandy.

Based on Colorado's anticipated highway needs and the precedents mentioned above, we ask that you raise this cap for Colorado. Time and again, Congress has answered the call to help communities during times of disaster and loss. The September 2013 floods

may prove to be the worst natural disaster in the history of our state, and is likely the worst we shall ever see in our lifetimes. Before we rebuild our homes and businesses, we must rebuild our roads to reopen our communities. On behalf of all Coloradans, please raise this cap to \$500 million, so that we may begin this process.

Sincerely,

JOHN HICKENLOOPER,
Governor.

STATE OF COLORADO,
DEPARTMENT OF TRANSPORTATION,
Denver, CO, September 25, 2013.

Hon. JOHN BOEHNER,
Speaker, House of Representatives,
Washington, DC.

Hon. NANCY PELOSI,
Minority Leader, House of Representatives,
Washington, DC.

Hon. HARRY REID,
Majority Leader, U.S. Senate,
Washington, DC.

Hon. MITCH MCCONNELL,
Minority Leader, U.S. Senate,
Washington, DC.

DEAR SPEAKER BOEHNER, MAJORITY LEADER REID, MINORITY LEADER PELOSI, AND MINORITY LEADER MCCONNELL: As you know, this week Colorado begins the process of rebuilding. Over a dozen Colorado counties were devastated due to record-setting rains and heavy flooding. Today, thousands of our neighbors are without homes, power, or drinking water. For us to begin the rebuilding process, we must repair our roads, bridges, and culverts that were swept away by the floodwaters. We need the help of Congress to begin this process.

Multiple counties received over a foot of rain, which turned to floodwater. Those floodwaters destroyed many critical transportation connectors throughout our state. This week, the waters are receding and the Colorado Department of Transportation (CDOT) has begun to assess the damage. At this time, we have identified a number of bridges in need of significant repairs or replacement, and approximately 200 state highway lane miles that washed away. In the interim, CDOT is working with the National Guard to restore access to communities severed from the rest of the state. This includes installing temporary crossing structures and gravel roads.

Although cost estimates will certainly change as we continue to inspect our infrastructure, CDOT's early estimate indicates that approximately \$475 million is needed to rebuild our highway system. This estimate includes materials, maintenance, reconstruction, and contracting costs. Last week, the Colorado Transportation Commission directed over \$100 million—CDOT's entire contingency funding line—to begin reconnecting critical roadways and communities. The Federal Highways Administration (FHWA) also acted swiftly to release \$35 million in emergency funds. While these contributions provide critical initial repair funds, CDOT has already secured 19 contractors and have dedicated the advanced funding from the FHWA. It is clear that existing resources are inadequate to fix highway damage of this magnitude. Furthermore, CDOT's \$475 million estimate does not include costs to rebuild destroyed city and county roads that are also eligible for FHWA emergency funds.

Approximately \$1 billion is available from the FHWA Emergency Relief Program. States rely on this program in times of crisis and disaster to provide needed funding to repair federal aid highways. Unfortunately, although adequate funds are available, under the Disaster Relief Appropriations Act of 2013, Colorado may receive no more than \$100 million in program relief. This is a signifi-

cant hurdle for Colorado as we anticipate damages to exceed this limit by four times or more. In recent years, Congress raised the \$100 million cap for the most severe disasters. For example, the cap was raised by Congress to \$500 million for those states devastated by Hurricane Sandy. And, for Hurricanes Gustav and Ike, the cap was waived entirely for affected states. This flood was of a magnitude that Colorado will likely never see again and the total devastation will easily surpass several billion dollars. For this reason, we urgently need help from Congress.

I join Governor John Hickenlooper and the Colorado congressional delegation in asking for your leadership in raising the program limit to \$500 million for Colorado. Before Coloradans can begin rebuilding their homes and lives, we must rebuild the roads to their communities. Increasing this cap swiftly is of the utmost importance so that we may restore Colorado's transportation network. Please contact Kurt Morrison or me should you have questions. Thank you.

Sincerely,

DONALD E. HUNT,
Executive Director.

Mr. PETRI. Mr. Speaker, I yield such time as he may consume to the gentleman from Colorado, Representative COFFMAN.

(Mr. COFFMAN of Colorado asked and was given permission to revise and extend his remarks.)

Mr. COFFMAN. Mr. Speaker, I thank the gentleman from Wisconsin for his leadership, as well as our own Congressman CORY GARDNER from the State of Colorado whose district was very significantly impacted by this.

I had the opportunity last Monday to go up with the Vice President, the Governor of the State of Colorado, Congressman JARED POLIS, and Congressman CORY GARDNER, whose districts were both severely impacted by the flooding, to see that damage. And it was extraordinary how much—certainly the houses were lost, and we mourn for the people that were lost—but the road damage was extraordinary. There were miles and miles of roads that we saw with whole sections missing.

So this legislation, H.R. 3174, is vital to the State of Colorado to get those roads back to where they're usable and so that, in fact, our residents in those affected areas can get to and from their homes and their businesses.

Ms. NORTON. I yield 3 minutes to the gentlewoman from Colorado (Ms. DEGETTE).

Ms. DEGETTE. Mr. Speaker, I thank the gentlelady for yielding.

As you can tell, not just from what everybody from our congressional delegation has said but also from the many, many news reports that we've seen in the last week, this flood really was one of the worst floods in Colorado's history.

I'm a fourth-generation Coloradan, and I remember some of the previous floods: the flood in 1965 when I was a little girl. In the terrible Platte River flood that flooded Cherry Creek and the Platte, my home was right by there, and we had flood damage. And then, of course, the tragic Big Thompson flood where many, many people

were killed. This is what happens to us in the West sometimes.

Colorado's recent flood is so dramatic that it really was a 500-year flood, or worse. And we feel terrible for the eight Coloradans who have died. Many are still unaccounted for, and we pray for all of them that they may be safe and that their homes may be preserved by the time the snow flies, which is any minute now.

On September 15, President Obama issued a major disaster declaration for Colorado, ordering Federal aid to supplement State and local recovery efforts.

You just cannot overstate the scope of this damage. As you heard from the gentleman from Colorado (Mr. PERLMUTTER), Mr. GARDNER's and Mr. POLIS' congressional districts were severely impacted by this; but all the rest of us were severely impacted in our districts, too.

Boulder had over 16 inches of rain in the course of 5 days. Communities in El Paso, Fremont, Jefferson, Logan, Morgan, Pueblo, Washington, Adams, Larimer, Weld, Arapahoe, Broomfield, Clear Creek, and Denver were all impacted by this. It really was a State issue. Residents have lost their homes. Businesses have been devastated. Communities have been destroyed. Our friends, relatives, and neighbors still are without power. Many of them can't drink their water.

□ 1045

And as you've heard from all of my colleagues, the devastation goes everywhere, from mountain highways to agricultural properties on the plains.

Over 50 bridges have been damaged or destroyed, and over 200 miles of Colorado roads have been impacted by the flooding. In the mountain areas, what happens is the roads go along the creeks; so when the creeks turn into raging rivers from this terrible rainfall, then the roads are completely wiped out and the mountain communities are isolated.

As you've heard from my colleagues, the funds for the Emergency Relief program under the Disaster Relief Appropriations Act of 2013 are restricted to \$100 million per State per incident, unless the funds are being used to repair damage caused by Hurricane Sandy.

The SPEAKER pro tempore. The time of the gentleman has expired.

Ms. NORTON. I'm pleased to yield an additional 1 minute to the gentleman from Colorado.

Ms. DEGETTE. If we remove the cap on the Federal Highway Administration Emergency Relief funds, Colorado can get the assistance and relief we need to rebuild. And since this does not authorize new appropriations, is not an earmark, the budget score is zero.

So I really respectfully request that we all come together and vote for this legislation. It's much needed.

And by the way, this is a good example, Mr. Speaker, of how, if Congress really wants to put its mind together

to work on something, we can do it in a civil and efficient and speedy way. This is a thought we should keep in mind as the week progresses in front of us.

Mr. PETRI. Mr. Speaker, I yield such time as he may consume to the gentleman from Colorado (Mr. LAMBORN).

Mr. LAMBORN. I appreciate the recognition.

Mr. Speaker, I rise today in support of a bill introduced by my Colorado colleague, CORY GARDNER, to help Colorado rebuild from the floods that have ravaged our State in recent weeks.

The flooding damaged at least 17,000 homes and other structures, several thousand of which were destroyed outright. Millions of dollars of public infrastructure have been washed away. Specifically, over 200 miles of Colorado roads, and at least 50 bridges, have been damaged or destroyed. The floods consumed an area of Colorado that is twice the size of Rhode Island.

Currently, the law caps emergency funding for highways and bridges at \$100 million per State. According to a preliminary estimate from the Colorado Department of Transportation, the cost to rebuild our State's roads and bridges is several times that amount.

We are not asking Congress to appropriate any additional funds. We are simply asking that we be able to access money that Congress has already appropriated for reconstruction after a natural disaster. This legislation has a Congressional Budget Office score of zero, meaning it does not add a dime to our national debt.

The flooding was worse in the northern part of the State, but there were heavy rains and flooding even in the southern part of the State, which I represent, and two people, unfortunately, were swept away and lost their lives.

I do thank my colleagues for their consideration of this bill to help the great State of Colorado to rebuild.

Ms. NORTON. Mr. Speaker, this House should be proud to stand with Colorado. Anyone who saw the State seeming to be washed away and floods the likes of which I've never seen in my life would have her heart go out to the residents of the State.

Mr. Speaker, also I know that last week there was a United Nations report that found that, when they surveyed scientists from throughout the world, there was a 95 percent agreement, a 95 percent certainty that climate change is having its effects right now. That is a very high percentage for scientists to give to any issue. We know that a combination of factors produced these thousand-year floods, whatever you want to attach to them, in Colorado. But they certainly were aided and abetted by climate changes.

This House needs to take climate change seriously. As difficult as it is, we're going to see more and more catastrophes like this and, as usual, they will be in places we never expected them. In places where there are not

tornados, we will see tornados. In places where there have not been floods, that is what we have seen in just the last few years.

So I certainly am pleased, and I'm sure every Member of this House will be pleased, to stand with the residents of Colorado as they try to recover from this flood which has devastated so many of their citizens.

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

Mr. PETRI. Mr. Speaker, I encourage all Members to support this bill, and I yield back the balance of my time.

Mr. RYAN of Wisconsin. Mr. Speaker, H.R. 3174 makes funds already appropriated to the Emergency Highway Relief program available for response to the devastating floods in Colorado this summer. Critically, the bill accomplishes this without providing additional budget authority on net, or increasing the deficit over 10 years.

Under our budget rules, discretionary appropriations that the Congress designates as an emergency are not subject to budget limits and do not have to be offset with other spending reductions. To ensure emergency appropriations are only devoted to emergency requirements, our budget rules do not allow emergency funds to be used as an offset for non-emergency purposes. If this were allowed, it would provide a backdoor means of allowing funds for non-emergency purposes to escape budget limits.

This legislation is attempting to make available funding for flooding in Colorado using funds already appropriated and designated as an emergency by Congress. However, this bill is not an appropriations measure. From a budget scorekeeping standpoint the effect of the bill is to decrease emergency discretionary budget authority and increase non-emergency mandatory budget authority. If this bill instead amended the Disaster Relief Appropriations Act of 2013 (P.L. 113-2) and designated the funding for Colorado floods as an emergency, then the purposes of this bill would be accomplished without any scored increase in budget authority. Because there is no effective process for designating mandatory spending as an emergency, the non-emergency mandatory budget authority increase in this bill cannot be offset by the decrease in emergency discretionary budget authority.

In the end, this bill intends to meet new emergency needs making use of existing emergency funds. For that reason, I am going to support this legislation. However, I do not view this as a precedent and will not view a reduction in emergency spending as an appropriate offset for non-emergency funding.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Wisconsin (Mr. PETRI) that the House suspend the rules and pass the bill, H.R. 3174.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

CONGRESSIONAL AWARD PROGRAM REAUTHORIZATION ACT OF 2013

Ms. FOXX. Mr. Speaker, I move to suspend the rules and pass the bill (S.