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No. 135

House of Representatives

The House met at 10 a.m. and was called to order by the Speaker pro tempore (Mr. DUNCAN of Tennessee).

DESIGNATION OF SPEAKER PRO TEMPORE

The SPEAKER pro tempore laid before the House the following communication from the Speaker:

WASHINGTON, DC,
September 13, 2011.

I hereby appoint the Honorable JOHN J. DUNCAN, Jr. to act as Speaker pro tempore on this day.

JOHN A. BOEHNER,
Speaker of the House of Representatives.

MORNING-HOUR DEBATE

The SPEAKER pro tempore. Pursuant to the order of the House of January 5, 2011, the Chair will now recognize Members from lists submitted by the majority and minority leaders for morning-hour debate.

The Chair will alternate recognition between the parties, with each party limited to 1 hour and each Member other than the majority and minority leaders and the minority whip limited to 5 minutes each, but in no event shall debate continue beyond 11:50 a.m.

HONORING AMERICA'S FIRST RESPONDERS ABROAD

The SPEAKER pro tempore. The Chair recognizes the gentleman from Texas (Mr. POE) for 5 minutes.

Mr. POE of Texas. Mr. Speaker, this weekend, we honored those killed by the attack on America on 9/11—10 years ago. Many of those that were killed and gave their lives were first responders. And after the smoke cleared that day from Ground Zero, from the Pentagon down the street, and that special field in Pennsylvania, America went after Islamic terrorists who would murder in the name of religion.

The wars against our enemies have taken us to the desert of the gun and the valley of the sun in Afghanistan and then off to Iraq. I've been to Afghanistan and to Iraq, as many Members have. And I can tell you, Mr. Speaker, that our military that is there representing us is the finest military that has ever existed in the history of this country.

Afghanistan is a land that seems to be cursed by God. It is a hard land. And in Afghanistan, on August 6, 2011, specially trained United States military were headed to root out the Taliban and help our Army Rangers who needed their support. The CH-47 Chinook helicopter they were in was shot down in the Wardak province of Afghanistan. Thirty Americans gave their lives that day, as well as eight loyal Afghans. They were our first responders abroad who go where the timid are not found and the weak of soul are never seen. Here are their names, Mr. Speaker, and their photographs.

The first one here, David Carter, Chief Warrant Officer of the United States Army National Guard, Colorado.

Next is Heath Robinson, Chief Petty Officer, United States Navy SEAL, Michigan.

Next to him, Mr. Speaker, is Alexander Bennett, Sergeant, United States Army Reserve, Washington.

Next to him is Kraig Vickers, Senior Chief Petty Officer, United States Navy SEAL, Hawaii.

Number five on this top line here is Jared Day, Petty Officer 1st Class, United States Navy SEAL, Utah.

And the last one on the first row is Jonas Kelsall, Lieutenant Commander, United States Navy SEAL, Louisiana.

I continue with the second row: Jon Tumilson, Petty Officer 1st Class, United States Navy SEAL, Iowa.

Next to him is Michael Strange, Petty Officer 1st Class, United States Navy SEAL, Pennsylvania.

Aaron Vaughn, Petty Officer 1st Class, United States Navy SEAL, Florida.

Patrick Hamburger, Staff Sergeant, United States Army National Guard, Nebraska.

Next to him is John Faas, Chief Petty Officer, United States Navy SEAL, Minnesota.

And the last one on the second row is Matthew Mason, Chief Petty Officer, United States Navy SEAL, Missouri.

I continue with the third row of our warriors:

Robert Reeves, a person known by members of my staff, Chief Petty Officer, United States Navy SEAL, Louisiana.

Next to him is Stephen Mills, Chief Petty Officer, United States Navy SEAL, from the great State of Texas.

Next to him is Louis Langlais, Master Chief Petty Officer, United States Navy SEAL, California.

Next, Christopher Campbell, Petty Officer 1st Class, United States Navy SEAL, North Carolina.

The next warrior is Darrik Benson, Petty Officer 1st Class, United States Navy SEAL, California.

And the last one on this row is Jason Workman, Petty Officer 1st Class, United States Navy SEAL, Utah.

I continue, Mr. Speaker, and I hope you can see these photographs:

Jesse Pittman, Petty Officer 1st Class, United States Navy SEAL, California.

Next is Nicholas Spehar, Petty Officer 2nd Class, United States Navy SEAL, Minnesota.

Andrew Harvell, Staff Sergeant, United States Air Force, California.

Daniel Zerbe, Tech Sergeant, United States Air Force, Pennsylvania.

John Brown, Tech Sergeant, United States Air Force, Florida.

Kevin Houston, Chief Petty Officer, United States Navy SEAL, Massachusetts.

And the last row, Mr. Speaker:

This symbol represents the time of day during the House proceedings, e.g., 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.



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H6101

Bryan Nichols, Chief Warrant Officer, United States Army National Guard, Kansas.

Spencer Duncan, Specialist, United States Army Reserve, Kansas.

Nicholas Null, Chief Petty Officer, United States Navy SEAL, West Virginia.

Thomas Ratzlaff, Senior Chief Petty Officer, United States Navy SEAL, Arkansas.

Brian Bill, Chief Petty Officer, United States Navy SEAL, Connecticut.

And John Douangdara, Petty Officer 1st Class, United States Navy SEAL, Nebraska.

Mr. Speaker, these are the men who gave their lives so that others could live. And while we mourn the lives they gave for the rest of us, we should thank the good Lord that such men as these lived—the Americans, the American breed, the rare breed, the finest we have.

And that's just the way it is.

REBUILDING AND RENEWING AMERICA

The SPEAKER pro tempore. The Chair recognizes the gentleman from Oregon (Mr. BLUMENAUER) for 5 minutes.

Mr. BLUMENAUER. Mr. Speaker, there has been much talk about jobs and economic recovery—sadly, more talk than action.

Today's consideration of extending the Surface Transportation Act and the FAA Authorization, both of which have expired, is a positive development. It puts a little more certainty for our partners in the State and local government. It avoids disastrous revenue losses. It's a positive signal of cooperation, with Chairs MICA and BOXER working with Majority Leader REID and Speaker BOEHNER. And it leaves important policies intact.

The 1991 ISTEA framework has proven effective in meeting transportation needs and providing economic activity. But now let's concentrate on what we do need.

We need more money, not less. Certainly we must reject the 30 percent transportation cut that is called for in the Republican budget, or a 34 percent reduction that's called for in the Transportation appropriations bill that is being considered. We need longer-term legislation, not shorter. Three months for aviation, 6 months for transportation is better than what we've been putting up with, but certainly not what our partners deserve.

Finally, we need more partnerships with our regional engines of growth at the local level, not a pullback by the Federal Government. We need a full reauthorization, one that is right sized for America's needs. We need to be more ambitious in terms of what we spend. Remember all the expert bipartisan commissions that called for much greater levels of investment 5 years ago. The need has not declined at all.

□ 1010

We can and we should combine these efforts with deficit reduction and economic recovery. This is what happened with Ronald Reagan in 1982, with Bill Clinton in 1993, what was called for by Simpson and Bowles, the cochairs of President Obama's deficit reduction commission.

Make no mistake. Unmet infrastructure needs threaten the health and safety of our communities, our environment, and our global competitiveness. Congress will find a tremendous coalition supporting bold action from the business community, organized labor, contractors, environmentalists, engineers, architects, local government. The list is extensive, broad, and the commitment is deep. Many communities and some States have already stepped up on their own.

It's now time for the Federal Government to be a better partner, reclaiming the legacy of Abraham Lincoln, Teddy Roosevelt, Franklin Roosevelt, and Eisenhower, back when infrastructure investment was not partisan or particularly controversial, but a national vision that brought us together.

We can begin by passing this legislation later this afternoon. We need to move to a larger and a longer term agenda as we rebuild and renew America, jump-start the economy, and make our families safer, healthier, and more economically secure.

AFGHANISTAN

The SPEAKER pro tempore. The Chair recognizes the gentleman from North Carolina (Mr. JONES) for 5 minutes.

Mr. JONES. Mr. Speaker, like all my colleagues, I was home during the August break, accepting opportunities to speak at civic clubs, at town forums, and I did speak to a couple of military retiree groups.

Every time that I would make the statement that it is time to bring our troops home from Afghanistan—Mr. Speaker, I'm not an excellent speaker, I'm not even a good speaker, but I got applause, strong applause, from every one of those groups that I just named. They agree with me and many of my colleagues, one being on the floor today, JIM MCGOVERN from Massachusetts, that it's time to bring an end to our involvement in Afghanistan.

The amount of loss of lives is just astounding. And I have beside me a poster that depicts the pain of war. This lady and her little girl are accepting a folded flag off the coffin of her husband and the little girl's daddy. And the little girl is looking up like "I don't know what's happening." The wife is crying.

How many more families have to cry? How many children have to say, "I don't know my daddy; I didn't know my daddy because I was so young when he died"?

The President is asking for a jobs program. I think he's doing the right

thing. Yet we're spending \$10 billion a month in Afghanistan to prop up a corrupt leader. It makes no sense. It doesn't make any sense to the American people, and it makes no sense to many of us in the House, both Republican and Democrat.

I understand from the newspapers that there's a conversation now going on between the United States and Afghanistan which would provide so-called "strategic partnership agreement" between the two, America and Afghanistan, and this means that we could keep approximately 35,000 to 40,000 troops past 2014, 2015. This does not make any sense. I hope that this is not true, but I'm afraid that it is true.

And something else that bothers me about this conversation is that it will not be called a treaty because, if it's called a treaty, it has to come to Congress and be approved by Congress. This, again, takes away the voice of the American people, especially on this issue of Afghanistan, when the American people, in large numbers in all the latest polls, are saying get out, get out, get out.

History has proven that Afghanistan will never be anything more than what it is today. Great nations have tried in the past to try to create a national government in Afghanistan, and it never happened. Here we are going to spend \$10 billion a month, \$120 billion a year, to rebuild Afghanistan, and we don't even have the money to rebuild America.

I hope that the Congress will join those of us, again, Mr. MCGOVERN and myself and many others I could name in the House, that want to bring our troops home.

It brings me back to an article written by Andrew Bacevich. He was a Vietnam veteran himself. His son was killed in Iraq. And he wrote an article in the American Conservative about 2 years ago called "To Die for a Mystique," talking about Afghanistan.

Mr. Speaker, I hope that we will continue to bring forward on the floor of the House the issue of Afghanistan. It's not right to those families. It's not right to our military. Many of them have had five, six, seven deployments. They're tired. They're worn out. They've done their job. Bin Laden is dead. Al Qaeda has been moved out of Afghanistan. It is time to bring them home and rebuild America and help our veterans find jobs. I want to thank the President for mentioning that yesterday. We've got to help our veterans find jobs.

Mr. Speaker, I'm going to close now as I always do because it comes from my heart. I've signed over 10,374 letters since we went into Iraq. That was a mistake on my part to give President Bush the authority to go into a war that never had to be fought.

So I ask God to please bless our men and women in uniform. I ask God to please bless the families of our men and women in uniform. I ask God, in His loving arms, to hold the families

who've given a child dying for freedom in Afghanistan and Iraq.

I ask God to please bless the House and Senate that we will do what is right in the eyes of God for God's people. I ask God to give wisdom, strength, and courage to President Obama, that he will do what is right in the eyes of God for God's people.

And I will say three times, God, please, God, please, God, please continue to bless America.

ALTERNATIVES TO VIOLENCE: HOPE IN MEDELLIN

The SPEAKER pro tempore. The Chair recognizes the gentleman from Massachusetts (Mr. MCGOVERN) for 5 minutes.

Mr. MCGOVERN. Mr. Speaker, at the end of August, I was part of a weeklong fact-finding delegation to Colombia coordinated by the Washington Office on Latin America.

Our first stop was in Medellin. Hailed during 2005 to 2008 as the so-called "Medellin Miracle," we now know that the miracle was more illusion than reality, created by the iron fist of paramilitary leader Diego Murillo, alias Don Berna. He controlled all criminal activity in the poorest districts, or comunas, as they're known, that surround central Medellin. Since his 2008 extradition to the United States, hell has returned to the comunas, as neo-paramilitary drug lords fight for control of drug trafficking, extortion, and other criminal activity.

But the "miracle" wasn't a total illusion. During those years of relative calm, the municipal government, under Mayor Sergio Fajardo, and his successor, current Mayor Alonso Salazar, made significant investments in youth organizations, education, and basic human services in the poorest neighborhoods. In greater Medellin, investments resulted in public parks, recreational spaces, culture, and a new public transit system. These changes, large and small, have helped civil society to better weather and confront the current explosion of violence that keeps Medellin in the ranks of Latin America's most violent cities.

There are an estimated 3,800 or more gang members in Medellin. And about 70 percent of their ranks are made up of young people between the ages of 11 and 17. In the past 2 years, nearly 2,000 young people between the ages of 11 and 25 have been killed.

We spent an entire day meeting with people and youth organizations in three of the city's most violent districts, Comunas 13, 8, and 5. Our guides were the dedicated staff of Fundacion Mi Sangre. They introduced us to John Jaime Sanchez, the director of Son Bata, an Afro-Colombian group that has achieved international fame by using music to help Comuna 13's young people find alternatives to violence.

We visited a local YMCA and its director, Alexandra Castillon. The YMCA has long served as an anchor and neu-

tral space in Comuna 13. There we met leaders from Hip Hop Red Elite, Hip Hoppers for Peace, and the Kolacho School, a music training school named in memory of a young boy killed in Comuna 13. The groups reach young people through the use of music and dance, helping them become leaders. These youth then use their art to reach others in their schools and on the streets with the message of non-violence.

We went across town to Casa de la Cultura, one of the few neutral spaces in Comuna 8.

□ 1020

We met students in youth groups called Diafora, La Villa, AK-47, New Dance and others. Their determination and enthusiasm to create a better future were undeniable. Rap group AK-47 joined with students playing classical music. They put on a stunning rap program against gang violence. I could have listened to their powerful words and music all day.

We ended the day sitting on the ground above a small park in Comuna 5 talking with more than 20 youth leaders about their daily lives and how they use art to promote human rights, recapture historic memory, and create a better community. I told them they should run for office because Medellin's future depended on their leadership.

The next day, our delegation returned to Comuna 5, this time with the Catholic Church and the mayor's adviser on peace and reconciliation. We met former and current gang members. We heard impassioned stories about how they want to leave the gangs and the endless violence. It's not an easy choice. They fear retaliation and not being able to support their families.

Many people in Medellin are helping them lay down their arms, but their futures are dangerous and limited. They also lack confidence in the police, some of whom are allied with one faction or another in the gang wars.

These youth put themselves at risk for advocating alternatives to violence and envisioning a future far different from the reality that surrounds them. They deserve our respect and our support—not just with funding but by increasing their visibility and their legitimacy.

Rarely on my trips to Colombia have I left the place with such strong and positive feelings; and after spending time in the most dangerous areas of the city, I came away with a sense of hope.

I often speak of what's going wrong in Colombia and the many problems that need to be addressed. In Medellin I found many examples of what is going right.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until noon today.

Accordingly (at 10 o'clock and 22 minutes a.m.), the House stood in recess until noon.

□ 1200

AFTER RECESS

The recess having expired, the House was called to order by the Speaker at noon.

PRAYER

Reverend Dr. Leroy Adams, Jr., Morning Star Baptist Church, Omaha, Nebraska, offered the following prayer:

Our God, we come with gratitude for another day and with thanksgiving in our hearts for the privilege of life and the opportunity to make this day purposeful.

We ask for Your blessings to this legislative body as they govern the welfare of all people of this great Nation. Endow them with wisdom, discernment, courage, and conviction to engage the issues of our day and for the generations to come to be better off as a result of all decisions made within this assembly hall.

Finally, I pray to You that a spirit of cooperation and sincerity would transcend our Nation to have solidarity, peace, and equality for all.

We ask this to be done this day and in the days to come to give glory and honor to You, our God, and we pray that Your blessings be upon us always.

In Your name, we pray. Amen.

THE JOURNAL

The SPEAKER. The Chair has examined the Journal of the last day's proceedings and announces to the House his approval thereof.

Pursuant to clause 1, rule I, the Journal stands approved.

PLEDGE OF ALLEGIANCE

The SPEAKER. Will the gentleman from Ohio (Mr. JOHNSON) come forward and lead the House in the Pledge of Allegiance.

Mr. JOHNSON of Ohio led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

WELCOMING REVEREND DR. LEROY ADAMS, JR.

The SPEAKER. Without objection, the gentleman from Nebraska (Mr. TERRY) is recognized for 1 minute.

There was no objection.

(Mr. TERRY asked and was given permission to revise and extend his remarks.)

Mr. TERRY. Mr. Speaker, I am honored to recognize our guest chaplain, my fellow Nebraskan and friend, Reverend Dr. Leroy E. Adams, Jr., who has served as the senior pastor of Omaha's

Morning Star Baptist Church since September of 1999.

Prior to serving in Omaha, Reverend Adams' ministry spanned more than a decade in Lawton, Oklahoma, and includes serving as a pastor in Stuttgart, Germany, for 2 years. Reverend Adams has earned his bachelor's, master's, and doctoral degrees from the Andersonville Baptist Seminary, and he is a graduate of the Harvard Divinity School's Leadership Institute.

He has made his country a priority. He is an 8-year veteran, having served honorably in the United States Army. He has made our Omaha community a priority, particularly the more vulnerable citizens, our youth, and our seniors.

When youth violence arose in our community, it was Reverend Dr. Adams who reached out to other pastors in North Omaha to unify efforts and message against the violence in our neighborhoods. He has reached out to help our seniors who needed housing.

Reverend Adams is nationally known as a wonderful preacher, a great teacher, an irreplaceable pillar in our community, and a friend to many. He is blessed by his two children, Leroy and Maria, and Omaha is, in turn, blessed by this minister and his family.

May God continue to bless his life, his family, and his ministry for years to come.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. YODER). The Chair will entertain up to 15 further requests for 1-minute speeches on each side of the aisle.

“YES” TO JOBS

(Mrs. MALONEY asked and was given permission to address the House for 1 minute.)

Mrs. MALONEY. Mr. Speaker, data from the Bureau of Labor Statistics shows that while 14 million Americans are looking for work, there are only 3 million job openings. This means that if every single job was filled outright, there would still be 11 million Americans unemployed and looking for work.

Passing the President's jobs bill will help these people and help our overall economy. According to Mark Zandi, Moody's economist, the President's plan would add 2 percentage points to the GDP growth next year, add 1.9 million jobs by next year, and cut the unemployment rate by 1 percentage point next year.

Published reports indicate that economists across this country are giving the President's plan a thumb's up. This is a clear chance for all of us to say “yes”—yes to growth, yes to a middle class tax cut, and, most importantly, yes to jobs and our overall economy.

PRESIDENT'S SECOND STIMULUS INCREASES DEBT AND TAXES

(Mr. WILSON of South Carolina asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. WILSON of South Carolina. Mr. Speaker, last Thursday the President addressed a joint session of Congress in order to describe his second stimulus. This proposal would create \$447 billion in new spending, being paid for by tax increases.

House Republicans remain committed to working together in order to create job growth and promote an environment that allows for small businesses to hire workers. Sadly, the administration's proposal pushes new taxes on small businesses, which would create an environment that destroys jobs. The President was previously correct, saying you do not increase taxes in a recession. Raising taxes destroys jobs.

The administration's last stimulus added \$814 billion to our debt. More importantly, it failed to accomplish the goal of keeping unemployment below 18 percent. Currently, 14 million people are unemployed and 25 million who want a full-time job do not have one.

The House Republicans have passed numerous bills to create jobs. House Republicans have shown their commitment to jump-starting the ability of small businesses to create jobs.

In conclusion, God bless our troops, and we will never forget September the 11th in the global war on terrorism.

JOBS

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

Ms. HOCHUL. Mr. Speaker, I come from a part of this country where my constituents are real down-to-earth people, commonsense people.

We want a good education for our kids, we want Medicare and Social Security for our seniors, and we want the Buffalo Bills to continue their winning streak. But more than anything, we want to get our people back to work—for our kids who thought a college education was the ticket to a good job, for our veterans who stepped out of line to go fight and protect us who now find themselves in the unemployment line, and for middle managers who thought they were set for life until the day the pink slip showed up on their desk and turned their lives upside down.

We all know we have to get this country back to work. We need to pass the American Jobs Act to do just that.

Just 24 hours ago, Democrats and Republicans stood shoulder to shoulder on the steps of this Capitol, united in remembrance of 10 years ago, the 10th anniversary of 9/11. Why can't we stand together again and do what's right for the American people, Democrats and Republicans shoulder to shoulder? If we

get the job done here, people out there will get jobs.

JOB CREATION

(Mr. FINCHER asked and was given permission to address the House for 1 minute.)

Mr. FINCHER. Mr. Speaker, I come to the floor this morning to discuss the need to create jobs, my priority since I arrived here in January.

Last Thursday, the President addressed Congress about his proposal to create jobs and move this country forward. We must do better.

Recently, I introduced two bills that are my proposals to help spur job creation:

I introduced the America's Energy Independence Act, which would prevent the EPA from enforcing its cross-State pollution rule for 10 years to keep the flow of electricity high and the cost of electricity for America's families low. The President recognized that the EPA's new smog standards would lead to job losses, but he played politics and only rescinded the standards until right after the election.

I also introduced the Invest in America Act, which would suspend the capital gains tax for 10 years, providing more certainty to families who are being penalized for selling their homes, their investments and farms.

Instead of spending money we don't have on initiatives that don't work, these bills provide actual help to Americans so they can get back to the business of making America great.

□ 1210

REGULATING CORPORATE ELECTION EXPENDITURES

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

Ms. EDWARDS. Mr. Speaker, John Paul Stevens warned that the Supreme Court's ruling in Citizens United threatened to undermine the integrity of elected institutions around the country. How right he was.

Since the Court's decision last January, corporate special interests have had unprecedented freedom to spend on our elections. In fact, campaign spending by outside groups surged to more than \$300 million in the 2010 election cycle and are already off the charts for this cycle. Likewise, State laws that limited corporate bankrolling of candidates have been struck down.

Mr. Speaker, we have unprecedented challenges in front of us. But how do we make the tough choices on the economy, on taxes, on protecting the vulnerable and investing in the future and creating jobs? We cannot stand idly by while deeply flawed interpretations of the Constitution are used to obstruct our democracy rather than guiding it, putting lobbyists and piles of cash into policy and elections.

It's time for the people's House to stop the madness; and so this week I joined with Judiciary Committee Ranking Member CONYERS to reintroduce a constitutional amendment, House Joint Resolution 78, to reclaim Congress and to regulate corporate expenditures.

EMPOWERING PARENTS THROUGH QUALITY CHARTER SCHOOLS ACT

(Mr. GRIFFIN of Arkansas asked and was given permission to address the House for 1 minute.)

Mr. GRIFFIN of Arkansas. Mr. Speaker, I rise today in support of H.R. 2218, the Empowering Parents Through Quality Charter Schools Act.

This bill strikes close to home for me and my district in Arkansas where one charter school program, the Knowledge is Power Program, or KIPP, as it is called, has had a profound impact on the lives of its students and their families.

In one of the poorest cities in America, the town of Helena-West Helena has instituted a charter school that empowers students from high poverty communities to develop the character, knowledge, and skills necessary to follow their dreams and, more importantly, learn to value a life in pursuit of knowledge and truth.

KIPP students go above and beyond what is required; and for that, our country is a better place. These students have their parents and teachers to thank. They are always accessible and always committed to their education and their well-being. The KIPP approach shows that high standards overcome the obstacles created by socioeconomic and circumstances, as evidenced by KIPP Delta's first graduating class, 100 percent of which now attend college, and the establishment of a new KIPP school in Blytheville, Arkansas.

I urge my colleagues to pass this bill so children and their families all across the country have the opportunity to empower their own lives, their families, and their communities.

JOBS NOW

(Mr. CICILLINE asked and was given permission to address the House for 1 minute.)

Mr. CICILLINE. Mr. Speaker, President Obama has offered the American Jobs Act, a clear path forward to putting our country back to work, helping small businesses succeed and hire and providing tax relief for our workers and rebuilding America. The emphasis of the plan is immediate action that will preserve and create jobs now. It will put money into the pockets of working Americans now, and it will give businesses job-creating tax breaks now. It will provide a boost to the economy that we need now.

Mr. Speaker, it's time for Democrats and Republicans to work together and with our President to put the country

back to work. The American people literally can't afford to wait a single day more. It's time to pass the American Jobs Act now.

RESPONSIBLE CHOICES

(Mr. HULTGREN asked and was given permission to address the House for 1 minute.)

Mr. HULTGREN. Mr. Speaker, in these dire financial times, government must identify what works and what doesn't, even when it comes to sex education for our kids.

The CDC released a fascinating study this year that found that two-thirds of teens, ages 15 to 17, are abstaining from sex. In fact, 70 percent of parents support abstinence until marriage for their teens.

But under this administration, we have seen a troubling 16:1 funding disparity between contraceptive-centered education and sexual risk avoidance education.

That's why last week I filed a bill, H.R. 2874, to restore fairness to the funding and direct it instead to programs which give our kids the facts about contraception without distorting them.

I am a dad of four great kids, two of them teenagers. I have a 15-year-old daughter, Kylie, and a 17-year-old son, Karsten, who may, in fact, be watching right now. Nothing is more important to me than seeing them make responsible choices. I have every confidence that they will. Now I'm just hoping the House and Senate will do the same.

JOBS

(Ms. CHU asked and was given permission to address the House for 1 minute.)

Ms. CHU. Mr. Speaker, we are in a time of national economic crisis. There are 14 million Americans without a job. There are another 12 million who wish they could work but have given up looking altogether.

That's why last week President Obama presented Congress with an urgent proposal to create jobs and fix the economy. Republican economist Mark Zandi declared the President's plan would keep the U.S. from sliding back into the recession, add two points to the GDP, and add 1.9 million jobs. This plan is based on bipartisan proposals, and it won't add a dime to the deficit.

After 9 months of taking over the House, Republicans have not presented a single jobs bill. It's well past time for them to put politics aside and come together with Democrats to put the country back to work. With so many people suffering, we must act and we must act now.

REDUCING HURDLES TO JOB GROWTH

(Mr. PALAZZO asked and was given permission to address the House for 1 minute.)

Mr. PALAZZO. Mr. Speaker, Mississippi is a great place to live, work, and raise a family; and I want to keep it that way. Mississippi is a proud right-to-work State. My State has attracted and continues to attract high-tech economic development projects and advanced manufacturing facilities.

At a time when more than 14 million workers are unemployed, we must do everything possible to remove government barriers to job creation and economic growth. As South Carolina knows too well, the National Labor Relations Board is stifling job creation, and their Federal intrusion must be restrained.

The Protecting Jobs from Government Interference Act will prohibit the NLRB from dictating where a private sector employer can locate. This is good for job seekers as well as job creators. Without restraint, all States, especially right-to-work States like my Mississippi, will be negatively impacted. We like to work in Mississippi and we like jobs, and we want more of them, not less.

SUPPORT AMERICAN JOBS ACT

(Ms. EDDIE BERNICE JOHNSON of Texas asked and was given permission to address the House for 1 minute.)

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I rise today in strong support of President Obama's American Jobs Act. As a senior member of the House Transportation and Infrastructure Committee, I am especially glad to see that the President has maintained his unwavering commitment to modernizing America's infrastructure. Our roads, bridges, highways, and transit systems support millions of jobs throughout the country that are crucial to strengthening our economy.

The establishment of a national infrastructure bank is a bipartisan proposal that I have been a strong proponent of for many years. More recently, I have learned that my senior Senator is also very supportive. This bank would leverage private and capital funds to invest in infrastructure projects of a national significance. It's public and private partnerships like this that make our country succeed, and we need more of them. I urge all of my colleagues to support this bipartisan measure.

God bless the troops, God bless America, and God bless the Members of the people's House to rise above partisanship and be bipartisan in addressing the people's problems.

□ 1220

GOOD JOBS NOW

(Mr. ELLISON asked and was given permission to address the House for 1 minute.)

Mr. ELLISON. Mr. Speaker, today, members of the Progressive Caucus stood up and displayed a videotape in

which the jobs tour that we went on this summer was revealed. We showed the cities where Americans of all description stood up and said, We need jobs, good jobs, now. Americans from Detroit to Oakland and Minneapolis, Miami, all over this country, we went to talk to them face-to-face, and they told us what they wanted. They did their part by coming to tell us what they wanted.

Now it's time for us to do our part as Congress. Members of the Progressive Caucus will and are and already have introduced legislation dealing with good jobs—and good jobs now—in infrastructure, education, fair trade, and things like manufacturing. We're going to be forcing this agenda. It's what the American people expect, what they demand. And anyone who does not stand with us on this jobs agenda will be revealed to be not a friend of the American worker.

HOW TO CREATE JOBS

(Mr. COHEN asked and was given permission to address the House for 1 minute.)

Mr. COHEN. Last week, the President came to this House and gave an historic address in a joint session about the American Jobs Act. There were things in his proposal that I felt really good about and some that I felt not so good about. But I'm going to support the President because our country needs jobs. People in my district need jobs. This is the way to provide jobs.

You don't provide jobs by putting off EPA regulations, costing 350,000 lives by causing people to have breathing difficulties and asthma. Two friends of mine have had lung cancer and lost a lung. They may lose their life without a transplant, which also may put them in jeopardy of losing their lives. That's not the way you create jobs. You create jobs by giving people opportunities with summer youth programs and infrastructure jobs that create even more jobs. And tax breaks for small business. That's been offered. I hope we can come together in a bipartisan way.

I watched the Republican debate last night, and one of the candidates suggested it was the "Obama depression." I can't believe people are doing that. We just saw 9/11 and thought of the horrors. The unfunded wars in Iraq and Afghanistan have caused this Bush recession.

PROTECT JOBS

(Ms. HANABUSA asked and was given permission to address the House for 1 minute.)

Ms. HANABUSA. Mr. Speaker, we've been talking about jobs, and we've been talking about our economy and how jobs relate to that. We must remember one thing: We are all workers. So, Mr. Speaker, one of the things that's very troubling is the fact that we don't seem to have a grasp on what the role

of the National Labor Relations Board is. That's evidenced by H.R. 2587. What the National Labor Relations Board does is simply enforces the rights of workers. We are a great economy and we are a great country because we recognize that we are all workers and that as workers we have rights to be protected. One of the rights is to act in a concerted manner. And that's what this is all about. It protects people's rights to act together if they so wish. Now what is wrong with that? That's what makes us the United States of America. That's what makes us the greatest economy of the world. And that's what makes us a country that understands that in order to be a great economy, we must never forget the workers. We must never forget their rights. And we must always protect them.

AMERICAN JOBS ACT

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

Ms. MOORE. Mr. Speaker, the President has sent us the American Jobs Act, a plan to put the country back to work while it makes investments in our struggling economy.

This bill would modernize and rehabilitate 30,000 public schools; establish a desperately needed infrastructure bank; pump \$50 billion into our aging roads, bridges, railroads, and airports. In fact, we have 71,000 "structurally deficient" bridges in this country. We're falling behind the rest of the world when it comes to modern railways, roads, and schools. And this bill is of critical importance to my district. Of the Nation's cities, Milwaukee has the second-largest percentage of its workforce in the manufacturing sector. Passing this bill means jobs for my constituents making support beams for bridges, manufacturing tools, building engines, putting together construction equipment, designing and producing computers for airports; trucking, rail, and port transportation. And yes, it even means making bacon and eggs at the local diner to support these workers.

Mr. Speaker, let's put America back to work. Pass the American Jobs Act and pass it now.

AMERICAN JOBS AGENDA

(Mr. JOHNSON of Georgia asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. JOHNSON of Georgia. Mr. Speaker, I rise to talk about jobs today.

The Republicans have taken us through a no-jobs winter agenda, a no-jobs spring agenda, a no-jobs summer agenda, and now we are about to enter fall. Everybody is talking about jobs but they're not really doing anything, other than blaming the President. It's been 250 days since Republicans have

had control of this body. Not one single jobs bill has passed.

Yesterday, the President gave us a specific plan, but we've already heard from some colleagues on the other side of the aisle that they will not be in support of it. Is this a part of their no-jobs agenda for the fall? It looks like it. It's certainly not leadership, and it's not governance.

PASS THE AMERICAN JOBS ACT

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

Ms. LEE. Mr. Speaker, today, the Census Bureau came out with new numbers on poverty in America. In 2010, 15.1 percent, which is 46.1 million Americans, lived in poverty. This is up from 14.3 percent, or 43.6 million Americans, in 2009. And 2.6 million more Americans fell into the ranks of the poor. For 2.3 percent of Americans, their incomes fell. This trend really does carry long-term and short-term consequences for our children, our families, and for our national and economic security. These are not people in Democratic districts only. These are individuals who live in Republican districts and Republican Tea Party districts and independent districts. These are people who live all over the country.

This summer, the Congressional Black Caucus and the Progressive Caucus went out and we listened to people. We helped find jobs for people. The stories that we heard were quite depressing but also reminded us of the job that we have to do. I want to just tell you one story of children who are now taking care of their parents because their parents lost a job. These children are working at minimum wage jobs, for instance, at McDonald's. This is a moral outrage. We've got to pass the American Jobs Act. Until we create jobs—and there are four individuals for one job—we need to pass H.R. 589, which would extend unemployment benefits for those who have hit the 99 wall. That's the least we can do until we create these jobs.

□ 1230

SURFACE AND AIR TRANSPORTATION PROGRAMS EXTENSION ACT OF 2011

Mr. MICA. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2887) to provide an extension of surface and air transportation programs, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2887

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

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the "Surface and Air Transportation Programs Extension Act of 2011".

(b) TABLE OF CONTENTS.—The table of contents for this Act is as follows:

Sec. 1. Short title; table of contents.

TITLE I—EXTENSION OF SURFACE TRANSPORTATION PROGRAMS

Sec. 101. Short title.

Subtitle A—Federal-Aid Highways

Sec. 111. Extension of Federal-aid highway programs.

Sec. 112. Administrative expenses.

Subtitle B—Extension of Highway Safety Programs

Sec. 121. Extension of National Highway Traffic Safety Administration highway safety programs.

Sec. 122. Extension of Federal Motor Carrier Safety Administration programs.

Sec. 123. Additional programs.

Subtitle C—Public Transportation Programs

Sec. 131. Allocation of funds for planning programs.

Sec. 132. Special rule for urbanized area formula grants.

Sec. 133. Allocating amounts for capital investment grants.

Sec. 134. Apportionment of formula grants for other than urbanized areas.

Sec. 135. Apportionment based on fixed guideway factors.

Sec. 136. Authorizations for public transportation.

Sec. 137. Amendments to SAFETEA-LU.

Subtitle D—Highway Trust Fund Extension

Sec. 141. Extension of trust fund expenditure authority.

Sec. 142. Extension of highway-related taxes.

TITLE II—EXTENSION OF AIR TRANSPORTATION PROGRAMS

Sec. 201. Short title.

Sec. 202. Extension of taxes funding Airport and Airway Trust Fund.

Sec. 203. Extension of Airport and Airway Trust Fund expenditure authority.

Sec. 204. Extension of airport improvement program.

Sec. 205. Extension of expiring authorities.

Sec. 206. Federal Aviation Administration operations.

Sec. 207. Air navigation facilities and equipment.

Sec. 208. Research, engineering, and development.

Sec. 209. Essential Air Service.

TITLE I—EXTENSION OF SURFACE TRANSPORTATION PROGRAMS

SEC. 101. SHORT TITLE.

This title may be cited as the “Surface Transportation Extension Act of 2011, Part II”.

Subtitle A—Federal-Aid Highways

SEC. 111. EXTENSION OF FEDERAL-AID HIGHWAY PROGRAMS.

(a) IN GENERAL.—Except as provided in this title, requirements, authorities, conditions, eligibilities, limitations, and other provisions authorized under titles I, V, and VI of SAFETEA-LU (Public Law 109-59), the SAFETEA-LU Technical Corrections Act of 2008 (Public Law 110-244), titles I and VI of the Intermodal Surface Transportation Act of 1991 (Public Law 102-240), titles I and V of the Transportation Equity Act for the 21st Century (Public Law 105-178), and title 23, United States Code (excluding chapter 4 of that title), which would otherwise expire on or cease to apply after September 30, 2011, under section 411(a) of the Surface Transportation Extension Act of 2010 (title IV of Public Law 111-147) are incorporated by reference and shall continue in effect until March 31, 2012.

(b) AUTHORIZATION OF APPROPRIATIONS.—Except as provided in section 112, there is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) for the period beginning on October 1, 2011, and ending on March 31, 2012, a sum equal to ½ of the total amount authorized to be appropriated out of the Highway Trust Fund for programs, projects, and activities for fiscal year 2011 under titles I, V, and VI of SAFETEA-LU (119 Stat. 1144) and title 23, United States Code (excluding chapter 4 of that title).

(c) USE OF FUNDS.—

(1) FISCAL YEAR 2012.—Except as otherwise expressly provided in this title, funds authorized to be appropriated under subsection (b) for the period beginning on October 1, 2011, and ending on March 31, 2012, shall be distributed, administered, limited, and made available for obligation in the same manner and at the same level as ½ of the total amount of funds authorized to be appropriated out of the Highway Trust Fund for fiscal year 2011 to carry out programs, projects, activities, eligibilities, and requirements under SAFETEA-LU (Public Law 109-59), the SAFETEA-LU Technical Corrections Act of 2008 (Public Law 110-244), titles I and VI of the Intermodal Surface Transportation Act of 1991 (Public Law 102-240), titles I and V of the Transportation Equity Act for the 21st Century (Public Law 105-178), and title 23, United States Code (excluding chapter 4 of that title).

(2) CALCULATION.—The amounts authorized to be appropriated under subsection (b) shall be calculated taking into account any rescission or cancellation of funds or contract authority for fiscal year 2011 required by the Department of Defense and Full-Year Continuing Appropriations Act, 2011 (Public Law 112-10) or any other law.

(3) CONTRACT AUTHORITY.—

(A) IN GENERAL.—Except as provided in subparagraph (B), funds authorized to be appropriated under this section shall be available for obligation and shall be administered in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code, and for the period beginning on October 1, 2011, and ending on March 31, 2012, shall be subject to a limitation on obligations for Federal-aid highways and highway safety construction programs included in an Act making appropriations for fiscal year 2012 or a portion of that fiscal year, except that during such period obligations subject to such limitation shall not exceed ½ of the limitation on obligations included in an Act making appropriations for fiscal year 2012.

(B) EXCEPTIONS.—A limitation on obligations described in subparagraph (A) shall not apply to any obligation under—

(i) section 125 of title 23, United States Code; or

(ii) section 105 of title 23, United States Code, for the period beginning on October 1, 2011, and ending on March 31, 2012, only in an amount equal to \$319,500,000.

(4) CALCULATIONS FOR DISTRIBUTION OF OBLIGATION LIMITATION.—Upon enactment of an Act making appropriations for the Department of Transportation for fiscal year 2012 (other than an Act or resolution making continuing appropriations), the Secretary shall—

(A) as necessary for purposes of making the calculations for the distribution of any obligation limitation under such Act, annualize the amount of contract authority provided under this title for the period beginning on October 1, 2011, and ending on March 31, 2012, for Federal-aid highways and highway safety construction programs; and

(B) multiply the resulting distribution of any obligation limitation under such Act by ½.

(d) EXTENSION AND FLEXIBILITY FOR CERTAIN ALLOCATED PROGRAMS.—

(1) FISCAL YEAR 2012.—Notwithstanding any other provision of law, for the period beginning on October 1, 2011, and ending on March 31, 2012, the portion of the share of funds of a State under subsection (b) determined by ½ of the amount that the State received or was authorized to receive for fiscal year 2011 to carry out sections 1301, 1302, 1307, 1702, and 1934 of SAFETEA-LU (119 Stat. 1198, 1204, 1217, 1256, and 1485) and section 144(f)(1) of title 23, United States Code, shall be—

(A) made available to the State for programs apportioned under sections 104(b) and 144 of title 23, United States Code, and in the same proportion for each such program that—

(i) the amount apportioned to the State for that program for fiscal year 2011; bears to

(ii) the amount apportioned to the State for fiscal year 2011 for all programs apportioned under such sections of such Code; and

(B) administered in the same manner and with the same period of availability as such funding is administered under programs identified in subparagraph (A), except that no funds may be used to carry out the project described in section 1307(d)(1) of SAFETEA-LU (119 Stat. 1217; 122 Stat. 1577).

(2) TERRITORIES AND PUERTO RICO.—

(A) FISCAL YEAR 2012.—Notwithstanding any other provision of law, for the period beginning on October 1, 2011, and ending on March 31, 2012, the portion of the share of funds of a territory or Puerto Rico under subsection (b) determined by ½ of the amount that the territory or Puerto Rico received or was authorized to receive for fiscal year 2011 to carry out section 1934 of SAFETEA-LU (119 Stat. 1485), shall be—

(i) for a territory, made available and administered in the same manner as funding is made available and administered under section 215 of title 23, United States Code; and

(ii) for Puerto Rico, made available and administered in the same manner as funding is made available and administered under section 165 of title 23, United States Code.

(B) TERRITORY DEFINED.—In this paragraph, the term “territory” means any of the following territories of the United States: American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, or the United States Virgin Islands.

(3) ADDITIONAL FUNDS.—

(A) IN GENERAL.—No additional funds shall be provided for any project or activity under subsection (c), or paragraph (1) of this subsection, that the Secretary of Transportation determines was sufficiently funded before or during fiscal year 2011 to achieve the authorized purpose of the project or activity.

(B) RESERVATION AND REDISTRIBUTION OF FUNDS.—Funds made available in accordance with paragraph (1) of subsection (c) or paragraph (1) of this subsection for a project or activity described in subparagraph (A) shall be—

(i) reserved by the Secretary of Transportation; and

(ii) distributed to each State in accordance with paragraph (1) of subsection (c), or paragraph (1) of this subsection, as appropriate, for use in carrying out other highway projects and activities extended by subsection (c) or this subsection, in the proportion that—

(I) the total amount of funds made available for fiscal year 2011 for projects and activities described in subparagraph (A) in the State; bears to

(II) the total amount of funds made available for fiscal year 2011 for those projects and activities in all States.

(e) EXTENSION OF AUTHORIZATIONS UNDER TITLE V OF SAFETEA-LU.—

(1) IN GENERAL.—The programs authorized under paragraphs (1) through (5) of section 5101(a) of SAFETEA-LU (119 Stat. 1779) shall be continued for the period beginning on October 1, 2011, and ending on March 31, 2012, at ½ of the funding levels authorized for those programs for fiscal year 2011.

(2) DISTRIBUTION OF FUNDS.—Funds for programs continued under paragraph (1) shall be distributed to major program areas under those programs in the same proportions as funds were allocated for those program areas for fiscal year 2011, except that designations for specific activities shall not be required to be continued for the period beginning on October 1, 2011, and ending on March 31, 2012.

(3) ADDITIONAL FUNDS.—

(A) IN GENERAL.—No additional funds shall be provided for any project or activity under this subsection that the Secretary of Transportation determines was sufficiently funded before or during fiscal year 2011 to achieve the authorized purpose of the project or activity.

(B) DISTRIBUTION.—Funds that would have been made available under paragraph (1) for a project or activity but for the prohibition under subparagraph (A) shall be distributed in accordance with paragraph (2).

SEC. 112. ADMINISTRATIVE EXPENSES.

(a) AUTHORIZATION OF CONTRACT AUTHORITY.—Notwithstanding any other provision of this title or any other law, there is authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account), from amounts provided under section 111, for administrative expenses of the Federal-aid highway program \$196,427,625 for the period beginning on October 1, 2011, and ending on March 31, 2012.

(b) CONTRACT AUTHORITY.—Funds authorized to be appropriated by this section shall be—

(1) available for obligation, and shall be administered, in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; and

(2) subject to a limitation on obligations for Federal-aid highways and highway safety construction programs, except that such funds shall remain available until expended.

Subtitle B—Extension of Highway Safety Programs

SEC. 121. EXTENSION OF NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION HIGHWAY SAFETY PROGRAMS.

(a) CHAPTER 4 HIGHWAY SAFETY PROGRAMS.—Section 2001(a)(1) of SAFETEA-LU (119 Stat. 1519) is amended by striking “and \$235,000,000 for fiscal year 2011.” and inserting “\$235,000,000 for fiscal year 2011, and \$117,500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(b) HIGHWAY SAFETY RESEARCH AND DEVELOPMENT.—Section 2001(a)(2) of SAFETEA-LU (119 Stat. 1519) is amended by striking “and \$108,244,000 for fiscal year 2011.” and inserting “\$108,244,000 for fiscal year 2011, and \$54,122,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(c) OCCUPANT PROTECTION INCENTIVE GRANTS.—

(1) EXTENSION OF PROGRAM.—Section 405(a) of title 23, United States Code, is amended—

(A) in paragraph (3) by striking “8” and inserting “9”;

(B) in paragraph (4)(C) by striking “fifth through eighth” and inserting “fifth through ninth”.

(2) AUTHORIZATION OF APPROPRIATIONS.—Section 2001(a)(3) of SAFETEA-LU (119 Stat. 1519) is amended by striking “and \$25,000,000 for fiscal year 2011.” and inserting “\$25,000,000 for fiscal year 2011, and \$12,500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(d) SAFETY BELT PERFORMANCE GRANTS.—Section 2001(a)(4) of SAFETEA-LU (119 Stat.

1519) is amended by striking “and \$124,500,000 for fiscal year 2011.” and inserting “\$124,500,000 for fiscal year 2011, and \$24,250,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(e) STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS.—Section 2001(a)(5) of SAFETEA-LU (119 Stat. 1519) is amended by striking “and \$34,500,000 for fiscal year 2011.” and inserting “\$34,500,000 for fiscal year 2011, and \$17,250,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(f) ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES INCENTIVE GRANT PROGRAM.—

(1) EXTENSION OF PROGRAM.—Section 410 of title 23, United States Code, is amended—

(A) in subsection (a)(3)(C) by striking “in each of” and all that follows through “fiscal years” and inserting “in each of the fifth through eleventh fiscal years”; and

(B) in subsection (b)(2)(C) by striking “fiscal years 2008, 2009, 2010, and 2011” and inserting “each of fiscal years 2008 through 2012”.

(2) AUTHORIZATION OF APPROPRIATIONS.—Section 2001(a)(6) of SAFETEA-LU (119 Stat. 1519) is amended by striking “and \$139,000,000 for fiscal year 2011.” and inserting “\$139,000,000 for fiscal year 2011, and \$69,500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(g) NATIONAL DRIVER REGISTER.—Section 2001(a)(7) of SAFETEA-LU (119 Stat. 1520) is amended by striking “and \$4,116,000 for fiscal year 2011.” and inserting “\$4,116,000 for fiscal year 2011, and \$2,058,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(h) HIGH VISIBILITY ENFORCEMENT PROGRAM.—

(1) EXTENSION OF PROGRAM.—Section 2009(a) of SAFETEA-LU (23 U.S.C. 402 note) is amended by striking “2011” and inserting “2012”.

(2) AUTHORIZATION OF APPROPRIATIONS.—Section 2001(a)(8) of SAFETEA-LU (119 Stat. 1520) is amended by striking “and \$29,000,000 for fiscal year 2011.” and inserting “\$29,000,000 for fiscal year 2011, and \$14,500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(i) MOTORCYCLIST SAFETY.—

(1) EXTENSION OF PROGRAM.—Section 2010(d)(1)(B) of SAFETEA-LU (23 U.S.C. 402 note) is amended by striking “fourth, fifth, and sixth” and inserting “fourth, fifth, sixth, and seventh”.

(2) AUTHORIZATION OF APPROPRIATIONS.—Section 2001(a)(9) of SAFETEA-LU (119 Stat. 1520) is amended by striking “and \$7,000,000 for fiscal year 2011.” and inserting “\$7,000,000 for fiscal year 2011, and \$3,500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(j) CHILD SAFETY AND CHILD BOOSTER SEAT SAFETY INCENTIVE GRANTS.—

(1) EXTENSION OF PROGRAM.—Section 2011(c)(2) of SAFETEA-LU (23 U.S.C. 405 note) is amended by striking “fourth, fifth, and sixth fiscal years” and inserting “fourth, fifth, sixth, and seventh fiscal years”.

(2) AUTHORIZATION OF APPROPRIATIONS.—Section 2001(a)(10) of SAFETEA-LU (119 Stat. 1520) is amended by striking “and \$7,000,000 for fiscal year 2011.” and inserting “\$7,000,000 for fiscal year 2011, and \$3,500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(k) ADMINISTRATIVE EXPENSES.—Section 2001(a)(11) of SAFETEA-LU (119 Stat. 1520) is amended by striking “and \$25,328,000 for fiscal year 2011.” and inserting “\$25,328,000 for fiscal year 2011, and \$12,664,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(l) APPLICABILITY OF TITLE 23.—Section 2001(c) of SAFETEA-LU (119 Stat. 1520) is

amended by striking “2011” and inserting “2012”.

(m) DRUG-IMPAIRED DRIVING ENFORCEMENT.—Section 2013(f) of SAFETEA-LU (23 U.S.C. 403 note) is amended by striking “2011” and inserting “2012”.

(n) OLDER DRIVER SAFETY; LAW ENFORCEMENT TRAINING.—Section 2017 of SAFETEA-LU is amended—

(1) in subsection (a)(1) (119 Stat. 1541), by striking “2011” and inserting “2012”; and

(2) in subsection (b)(2) (23 U.S.C. 402 note), by striking “2011” and inserting “2012”.

SEC. 122. EXTENSION OF FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION PROGRAMS.

(a) MOTOR CARRIER SAFETY GRANTS.—Section 31104(a) of title 49, United States Code, is amended—

(1) by striking “and” at the end of paragraphs (5) and (6);

(2) by striking the period at the end of paragraph (7) and inserting “; and”; and

(3) by adding at the end the following:

“(8) \$106,000,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(b) ADMINISTRATIVE EXPENSES.—Section 31104(i)(1) of title 49, United States Code, is amended—

(1) by striking “and” at the end of subparagraphs (E) and (F);

(2) by striking the period at the end of subparagraph (G) and inserting “; and”; and

(3) by adding at the end the following:

“(H) \$122,072,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(c) GRANT PROGRAMS.—Section 4101(c) of SAFETEA-LU (119 Stat. 1715) is amended—

(1) in paragraph (1) by inserting “and \$15,000,000 for the period beginning on October 1, 2011, and ending on March 31, 2012” before the period at the end;

(2) in paragraph (2) by inserting “and \$16,000,000 for the period beginning on October 1, 2011, and ending on March 31, 2012” before the period at the end;

(3) in paragraph (3) by inserting “and \$2,500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012” before the period at the end;

(4) in paragraph (4) by inserting “and \$12,500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012” before the period at the end; and

(5) in paragraph (5) by inserting “and \$1,500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012” before the period at the end.

(d) HIGH-PRIORITY ACTIVITIES.—Section 31104(k)(2) of title 49, United States Code, is amended by striking “2011” and inserting “2011 and \$7,500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(e) NEW ENTRANT AUDITS.—Section 31144(g)(5)(B) of title 49, United States Code, is amended by striking “fiscal year” inserting “fiscal year and up to \$14,500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(f) OUTREACH AND EDUCATION.—Section 4127(e) of SAFETEA-LU (119 Stat. 1741) is amended by striking “2011” and inserting “2011 (and \$500,000 to the Federal Motor Carrier Safety Administration, and \$1,500,000 to the National Highway Traffic Safety Administration, for the period beginning on October 1, 2011, and ending on March 31, 2012)”.

(g) GRANT PROGRAM FOR COMMERCIAL MOTOR VEHICLE OPERATORS.—Section 4134(c) of SAFETEA-LU (119 Stat. 1744) is amended by striking “2011” and inserting “2011 and \$500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(h) MOTOR CARRIER SAFETY ADVISORY COMMITTEE.—Section 4144(d) of SAFETEA-LU

(119 Stat. 1748) is amended by striking “September 30, 2011” and inserting “March 31, 2012”.

(i) WORKING GROUP FOR DEVELOPMENT OF PRACTICES AND PROCEDURES TO ENHANCE FEDERAL-STATE RELATIONS.—Section 4213(d) of SAFETEA-LU (49 U.S.C. 14710 note; 119 Stat. 1759) is amended by striking “September 30, 2011” and inserting “March 31, 2012”.

SEC. 123. ADDITIONAL PROGRAMS.

(a) HAZARDOUS MATERIALS RESEARCH PROJECTS.—Section 7131(c) of SAFETEA-LU (119 Stat. 1910) is amended by striking “2011” and inserting “2011 and \$580,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(b) DINGELL-JOHNSON SPORT FISH RESTORATION ACT.—Section 4 of the Dingell-Johnson Sport Fish Restoration Act (16 U.S.C. 777c) is amended—

(1) in subsection (a) by striking “2011,” and inserting “2011 and for the period beginning on October 1, 2011, and ending on March 31, 2012.”; and

(2) in the first sentence of subsection (b)(1)(A) by striking “2011,” inserting “2011 and for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

Subtitle C—Public Transportation Programs

SEC. 131. ALLOCATION OF FUNDS FOR PLANNING PROGRAMS.

Section 5305(g) of title 49, United States Code, is amended by striking “2011” and inserting “2011 and for the period beginning on October 1, 2011, and ending on March 31, 2012”.

SEC. 132. SPECIAL RULE FOR URBANIZED AREA FORMULA GRANTS.

Section 5307(b)(2) of title 49, United States Code, is amended—

(1) by striking the paragraph heading and inserting “SPECIAL RULE FOR FISCAL YEARS 2005 THROUGH 2011 AND THE PERIOD BEGINNING ON OCTOBER 1, 2011, AND ENDING ON MARCH 31, 2012.—”; and

(2) in subparagraph (A) by striking “2011,” and inserting “2011 and the period beginning on October 1, 2011, and ending on March 31, 2012.”; and

(3) in subparagraph (E)—

(A) by striking the subparagraph heading and inserting “MAXIMUM AMOUNTS IN FISCAL YEARS 2008 THROUGH 2011 AND THE PERIOD BEGINNING ON OCTOBER 1, 2011, AND ENDING ON MARCH 31, 2012.—”; and

(B) in the matter preceding clause (i) by striking “2011” and inserting “2011 and during the period beginning on October 1, 2011, and ending on March 31, 2012”.

SEC. 133. ALLOCATING AMOUNTS FOR CAPITAL INVESTMENT GRANTS.

Section 5309(m) of title 49, United States Code, is amended—

(1) in paragraph (2)—

(A) by striking the paragraph heading and inserting “FISCAL YEARS 2006 THROUGH 2011 AND THE PERIOD BEGINNING ON OCTOBER 1, 2011, AND ENDING ON MARCH 31, 2012.—”; and

(B) in the matter preceding subparagraph (A) by striking “2011” and inserting “2011 and the period beginning on October 1, 2011, and ending on March 31, 2012.”; and

(C) in subparagraph (A)(i) by striking “2011” and inserting “2011 and \$100,000,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(2) in paragraph (6)—

(A) in subparagraph (B) by striking “2011” and inserting “2011 and \$7,500,000 shall be available for the period beginning on October 1, 2011, and ending on March 31, 2012.”; and

(B) in subparagraph (C) by striking “2011” and inserting “2011 and \$2,500,000 shall be available for the period beginning on October 1, 2011, and ending on March 31, 2012.”; and

(3) in paragraph (7)—

(A) in subparagraph (A)—

(i) in the matter preceding clause (i)—

(I) in the first sentence by striking “2011” and inserting “2011 and \$5,000,000 shall be available for the period beginning on October 1, 2011, and ending on March 31, 2012.”; and

(II) in the second sentence by striking “each fiscal year”;

(ii) in clause (i) by striking “\$2,500,000” and inserting “\$2,500,000 for each fiscal year and \$1,250,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(iii) in clause (ii) by striking “\$2,500,000” and inserting “\$2,500,000 for each fiscal year and \$1,250,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(iv) in clause (iii) by striking “\$1,000,000” and inserting “\$1,000,000 for each fiscal year and \$500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(v) in clause (iv) by striking “\$1,000,000” and inserting “\$1,000,000 for each fiscal year and \$500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(vi) in clause (v) by striking “\$1,000,000” and inserting “\$1,000,000 for each fiscal year and \$500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(vii) in clause (vi) by striking “\$1,000,000” and inserting “\$1,000,000 for each fiscal year and \$500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(viii) in clause (vii) by striking “\$650,000” and inserting “\$650,000 for each fiscal year and \$325,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”; and

(ix) in clause (viii) by striking “\$350,000” and inserting “\$350,000 for each fiscal year and \$175,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(B) in subparagraph (B) by adding at the end the following:

“(vii) \$6,750,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(C) in subparagraph (C) by striking “fiscal year” and inserting “fiscal year and during the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(D) in subparagraph (D) by striking “fiscal year” and inserting “fiscal year and not less than \$17,500,000 shall be available for the period beginning on October 1, 2011, and ending on March 31, 2012.”; and

(E) in subparagraph (E) by striking “fiscal year” and inserting “fiscal year and \$1,500,000 shall be available for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

SEC. 134. APPORTIONMENT OF FORMULA GRANTS FOR OTHER THAN URBANIZED AREAS.

Section 5311(c)(1) of title 49, United States Code, is amended by adding at the end the following:

“(G) \$7,500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

SEC. 135. APPORTIONMENT BASED ON FIXED GUIDEWAY FACTORS.

Section 5337 of title 49, United States Code, is amended—

(1) in subsection (a), in the matter preceding paragraph (1), by striking “2011” and inserting “2012”; and

(2) by adding at the end the following:

“(g) SPECIAL RULE FOR OCTOBER 1, 2011, THROUGH MARCH 31, 2012.—The Secretary shall apportion amounts made available for fixed guideway modernization under section 5309 for the period beginning on October 1, 2011, and ending on March 31, 2012, in accordance with subsection (a), except that the Secretary shall apportion 50 percent of each dollar amount specified in subsection (a).”.

SEC. 136. AUTHORIZATIONS FOR PUBLIC TRANSPORTATION.

(a) FORMULA AND BUS GRANTS.—Section 5338(b) of title 49, United States Code, is amended—

(1) in paragraph (1)—

(A) by striking “and” at the end of subparagraph (E);

(B) by striking the period at the end of subparagraph (F) and inserting “; and”; and

(C) by adding at the end the following: “(G) \$4,180,282,500 for the period beginning on October 1, 2011, and ending on March 31, 2012.”; and

(2) in paragraph (2)—

(A) in subparagraph (A) by striking “and \$113,500,000 for fiscal year 2011” and inserting “\$113,500,000 for fiscal year 2011, and \$56,750,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(B) in subparagraph (B) by striking “and \$4,160,365,000 for fiscal year 2011” and inserting “\$4,160,365,000 for fiscal year 2011, and \$2,080,182,500 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(C) in subparagraph (C) by striking “and \$51,500,000 for fiscal year 2011” and inserting “\$51,500,000 for fiscal year 2011, and \$25,750,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(D) in subparagraph (D) by striking “and \$1,666,500,000 for fiscal year 2011” and inserting “\$1,666,500,000 for fiscal year 2011, and \$833,250,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(E) in subparagraph (E) by striking “and \$984,000,000 for fiscal year 2011” and inserting “\$984,000,000 for fiscal year 2011, and \$492,000,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(F) in subparagraph (F) by striking “and \$133,500,000 for fiscal year 2011” and inserting “\$133,500,000 for fiscal year 2011, and \$66,750,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(G) in subparagraph (G) by striking “and \$465,000,000 for fiscal year 2011” and inserting “\$465,000,000 for fiscal year 2011, and \$232,500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(H) in subparagraph (H) by striking “and \$164,500,000 for fiscal year 2011” and inserting “\$164,500,000 for fiscal year 2011, and \$82,250,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(I) in subparagraph (I) by striking “and \$92,500,000 for fiscal year 2011” and inserting “\$92,500,000 for fiscal year 2011, and \$46,250,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(J) in subparagraph (J) by striking “and \$26,900,000 for fiscal year 2011” and inserting “\$26,900,000 for fiscal year 2011, and \$13,450,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(K) in subparagraph (K) by striking “and \$3,500,000 for fiscal year 2011” and inserting “\$3,500,000 for fiscal year 2011, and \$1,750,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(L) in subparagraph (L) by striking “and \$25,000,000 for fiscal year 2011” and inserting “\$25,000,000 for fiscal year 2011, and \$12,500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(M) in subparagraph (M) by striking “and \$465,000,000 for fiscal year 2011” and inserting “\$465,000,000 for fiscal year 2011, and \$232,500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”; and

(N) in subparagraph (N) by striking “and \$8,800,000 for fiscal year 2011” and inserting “\$8,800,000 for fiscal year 2011, and \$4,400,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”.

(b) CAPITAL INVESTMENT GRANTS.—Section 5338(c) of title 49, United States Code, is amended—

(1) by striking “and” at the end of paragraph (5);

(2) by striking the period at the end of paragraph (6) and inserting “; and”; and

(3) by adding at the end the following:

“(7) \$800,000,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”

(c) RESEARCH AND UNIVERSITY RESEARCH CENTERS.—Section 5338(d) of title 49, United States Code, is amended—

(1) in paragraph (1), in the matter preceding subparagraph (A), by striking “and \$69,750,000 for fiscal year 2011” and inserting “\$69,750,000 for fiscal year 2011, and \$29,500,000 for the period beginning on October 1, 2011, and ending on March 31, 2012.”;

(2) in paragraph (2)(A) by striking “2011” each place it appears and inserting “2012”; and

(3) by striking paragraph (3) and inserting the following:

“(3) ADDITIONAL AUTHORIZATIONS.—

“(A) OCTOBER 1, 2011, THROUGH MARCH 31, 2012.—Of amounts authorized to be appropriated for the period beginning on October 1, 2011, and ending on March 31, 2012, under paragraph (1), the Secretary shall allocate for each of the activities and projects described in subparagraphs (A) through (F) of paragraph (1) an amount equal to 50 percent of 85 percent of the amount allocated for fiscal year 2009 under each such subparagraph.

“(B) UNIVERSITY CENTERS PROGRAM.—

“(i) OCTOBER 1, 2011, THROUGH MARCH 31, 2012.—Of the amounts allocated under subparagraph (A)(i) for the university centers program under section 5506 for the period beginning on October 1, 2011, and ending on March 31, 2012, the Secretary shall allocate for each program described in clauses (i) through (iii) and (v) through (viii) of paragraph (2)(A) an amount equal to 50 percent of 85 percent of the amount allocated for fiscal year 2009 under each such clause.

“(ii) FUNDING.—If the Secretary determines that a project or activity described in paragraph (2) received sufficient funds in fiscal year 2011, or a previous fiscal year, to carry out the purpose for which the project or activity was authorized, the Secretary may not allocate any amounts under clause (i) for the project or activity for fiscal year 2012, or any subsequent fiscal year.”

(d) ADMINISTRATION.—Section 5338(e) of title 49, United States Code, is amended—

(1) by striking “and” at the end of paragraph (5);

(2) by striking the period at the end of paragraph (6) and inserting “; and”; and

(3) by adding at the end the following:

“(7) \$49,455,500 for the period beginning on October 1, 2011, and ending on March 31, 2012.”

SEC. 137. AMENDMENTS TO SAFETEA-LU.

(a) CONTRACTED PARATRANSIT PILOT.—Section 3009(i)(1) of SAFETEA-LU (119 Stat. 1572) is amended by striking “2011,” and inserting “2011 and the period beginning on October 1, 2011, and ending on March 31, 2012.”

(b) PUBLIC-PRIVATE PARTNERSHIP PILOT PROGRAM.—Section 3011 of SAFETEA-LU (49 U.S.C. 5309 note; 119 Stat. 1588) is amended—

(1) in subsection (c)(5) by striking “2011” and inserting “2011 and the period beginning on October 1, 2011, and ending on March 31, 2012”; and

(2) in the second sentence of subsection (d) by striking “2011” and inserting “2011 and the period beginning on October 1, 2011, and ending on March 31, 2012.”

(c) ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES PILOT PROGRAM.—Section 3012(b)(8) of SAFETEA-LU (49 U.S.C. 5310

note; 119 Stat. 1593) is amended by striking “September 30, 2011” and inserting “March 31, 2012”.

(d) OBLIGATION CEILING.—Section 3040 of SAFETEA-LU (119 Stat. 1639) is amended—

(1) by striking “and” at the end of paragraph (6);

(2) by striking the period at the end of paragraph (7) and inserting “; and”; and

(3) by adding at the end the following:

“(8) \$5,059,238,000 for the period beginning on October 1, 2011, and ending on March 31, 2012, of which not more than \$4,180,282,500 shall be from the Mass Transit Account.”

(e) PROJECT AUTHORIZATIONS FOR NEW FIXED GUIDEWAY CAPITAL PROJECTS.—Section 3043 of SAFETEA-LU (119 Stat. 1640) is amended—

(1) in subsection (b), in the matter preceding paragraph (1), by striking “2011” and inserting “2011 and the period beginning on October 1, 2011, and ending on March 31, 2012.”; and

(2) in subsection (c), in the matter preceding paragraph (1), by striking “2011” and inserting “2011 and the period beginning on October 1, 2011, and ending on March 31, 2012.”

(f) ALLOCATIONS FOR NATIONAL RESEARCH AND TECHNOLOGY PROGRAMS.—Section 3046 of SAFETEA-LU (49 U.S.C. 5338 note; 119 Stat. 1706) is amended—

(1) in subsection (b) by striking “fiscal year” and inserting “fiscal year or period”; and

(2) by striking subsection (c) and inserting the following:

“(c) ADDITIONAL APPROPRIATIONS.—The Secretary shall allocate amounts appropriated pursuant to section 5338(d) of title 49, United States Code, for national research and technology programs under sections 5312, 5314, and 5322 of such title—

“(1) for each of fiscal years 2010 and 2011, in amounts equal to the amounts allocated for fiscal year 2009 under each of paragraphs (2), (3), (5), (6), and (8) through (25) of subsection (a); and

“(2) for the period beginning on October 1, 2011, and ending on March 31, 2012, in amounts equal to 50 percent of 85 percent of the amounts allocated for fiscal year 2009 under each of paragraphs (2), (3), (5), (6), and (8) through (25) of subsection (a).”; and

(3) in subsection (d)—

(A) by striking “fiscal year 2010, or a previous fiscal year” and inserting “fiscal year 2011, or a previous fiscal year”; and

(B) by striking “fiscal year 2011, or any subsequent fiscal year” and inserting “fiscal year 2012, or any subsequent fiscal year”.

Subtitle D—Highway Trust Fund Extension SEC. 141. EXTENSION OF TRUST FUND EXPENDITURE AUTHORITY.

(a) HIGHWAY TRUST FUND.—Section 9503 of the Internal Revenue Code of 1986 is amended—

(1) by striking “October 1, 2011” in subsections (b)(6)(B), (c)(1), and (e)(3) and inserting “April 1, 2012”, and

(2) by striking “Surface Transportation Extension Act of 2011” in subsections (c)(1) and (e)(3) and inserting “Surface Transportation Extension Act of 2011, Part II”.

(b) SPORT FISH RESTORATION AND BOATING TRUST FUND.—Section 9504 of such Code is amended—

(1) by striking “Surface Transportation Extension Act of 2011” each place it appears in subsection (b)(2) and inserting “Surface Transportation Extension Act of 2011, Part II”, and

(2) by striking “October 1, 2011” in subsection (d)(2) and inserting “April 1, 2012”.

(c) LEAKING UNDERGROUND STORAGE TANK TRUST FUND.—Paragraph (2) of section 9508(e) of such Code is amended by striking

“October 1, 2011” and inserting “April 1, 2012”.

(d) EFFECTIVE DATE.—The amendments made by this section shall take effect on October 1, 2011.

SEC. 142. EXTENSION OF HIGHWAY-RELATED TAXES.

(a) IN GENERAL.—

(1) Each of the following provisions of the Internal Revenue Code of 1986 is amended by striking “September 30, 2011” and inserting “March 31, 2012”:

(A) Section 4041(a)(1)(C)(iii)(I).

(B) Section 4041(m)(1)(B).

(C) Section 4081(d)(1).

(2) Each of the following provisions of such Code is amended by striking “October 1, 2011” and inserting “April 1, 2012”:

(A) Section 4041(m)(1)(A).

(B) Section 4051(c).

(C) Section 4071(d).

(D) Section 4081(d)(3).

(b) EXTENSION OF TAX, ETC., ON USE OF CERTAIN HEAVY VEHICLES.—Each of the following provisions of such Code is amended by striking “2011” and inserting “2012”:

(1) Section 4481(f).

(2) Subsections (c)(4) and (d) of section 4482.

(c) FLOOR STOCKS REFUNDS.—Section 6412(a)(1) of such Code is amended—

(1) by striking “October 1, 2011” each place it appears and inserting “April 1, 2012”;

(2) by striking “March 31, 2012” each place it appears and inserting “September 30, 2012”, and

(3) by striking “January 1, 2012” and inserting “July 1, 2012”.

(d) EXTENSION OF CERTAIN EXEMPTIONS.—Sections 4221(a) and 4483(i) of such Code are each amended by striking “October 1, 2011” and inserting “April 1, 2012”.

(e) EXTENSION OF TRANSFERS OF CERTAIN TAXES.—

(1) IN GENERAL.—Section 9503 of such Code is amended—

(A) in subsection (b)—

(i) by striking “October 1, 2011” each place it appears in paragraphs (1) and (2) and inserting “April 1, 2012”;

(ii) by striking “OCTOBER 1, 2011” in the heading of paragraph (2) and inserting “APRIL 1, 2012”;

(iii) by striking “September 30, 2011” in paragraph (2) and inserting “March 31, 2012”, and

(iv) by striking “July 1, 2012” in paragraph (2) and inserting “January 1, 2013”, and

(B) in subsection (c)(2), by striking “July 1, 2012” and inserting “January 1, 2013”.

(2) MOTORBOAT AND SMALL-ENGINE FUEL TAX TRANSFERS.—

(A) IN GENERAL.—Paragraphs (3)(A)(i) and (4)(A) of section 9503(c) of such Code are each amended by striking “October 1, 2011” and inserting “April 1, 2012”.

(B) CONFORMING AMENDMENTS TO LAND AND WATER CONSERVATION FUND.—

(i) IN GENERAL.—Section 201(b) of the Land and Water Conservation Fund Act of 1965 (16 U.S.C. 4607-11(b)) is amended—

(I) by striking “October 1, 2012” each place it appears and inserting “April 1, 2013”, and

(II) by striking “October 1, 2011” and inserting “April 1, 2012”.

(ii) CORRECTION OF CROSS REFERENCES.—Section 201 of the Land and Water Conservation Fund Act of 1965 (16 U.S.C. 4607-11) is amended—

(I) by striking “section 9503(c)(4)(B) of the Internal Revenue Code of 1954 (relating to special motor fuels and gasoline used in motorboats)” in subsection (a) and inserting “section 9503(c)(3)(A) of the Internal Revenue Code of 1986 (relating to transfer to Land and Water Conservation Fund)”, and

(II) by striking “section 6412(a)(2)” in subsection (b)(2) and inserting “section 6412”.

(f) EFFECTIVE DATE.—The amendments made by this section shall take effect on October 1, 2011.

TITLE II—EXTENSION OF AIR TRANSPORTATION PROGRAMS

SEC. 201. SHORT TITLE.

This title may be cited as the “Airport and Airway Extension Act of 2011, Part V”.

SEC. 202. EXTENSION OF TAXES FUNDING AIRPORT AND AIRWAY TRUST FUND.

(a) FUEL TAXES.—Subparagraph (B) of section 4081(d)(2) of the Internal Revenue Code of 1986 is amended by striking “September 16, 2011” and inserting “January 31, 2012”.

(b) TICKET TAXES.—

(1) PERSONS.—Clause (ii) of section 4261(j)(1)(A) of such Code is amended by striking “September 16, 2011” and inserting “January 31, 2012”.

(2) PROPERTY.—Clause (ii) of section 4271(d)(1)(A) of such Code is amended by striking “September 16, 2011” and inserting “January 31, 2012”.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on September 17, 2011.

SEC. 203. EXTENSION OF AIRPORT AND AIRWAY TRUST FUND EXPENDITURE AUTHORITY.

(a) IN GENERAL.—Paragraph (1) of section 9502(d) of the Internal Revenue Code of 1986 is amended—

(1) by striking “September 17, 2011” and inserting “February 1, 2012”; and

(2) by inserting “or the Airport and Airway Extension Act of 2011, Part V” before the semicolon at the end of subparagraph (A).

(b) CONFORMING AMENDMENT.—Paragraph (2) of section 9502(e) of such Code is amended by striking “September 17, 2011” and inserting “February 1, 2012”.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on September 17, 2011.

SEC. 204. EXTENSION OF AIRPORT IMPROVEMENT PROGRAM.

(a) AUTHORIZATION OF APPROPRIATIONS.—

(1) IN GENERAL.—Section 48103 of title 49, United States Code, is amended—

(A) in paragraph (7) by striking “and” at the end; and

(B) by striking paragraph (8) and inserting the following:

“(8) \$3,515,000,000 for fiscal year 2011; and

“(9) \$1,181,270,492 for the period beginning on October 1, 2011, and ending on January 31, 2012.”

(2) OBLIGATION OF AMOUNTS.—Subject to limitations specified in advance in appropriation Acts, sums made available for a portion of fiscal year 2012 pursuant to the amendment made by paragraph (1) may be obligated at any time through September 30, 2012, and shall remain available until expended.

(b) PROJECT GRANT AUTHORITY.—Section 47104(c) of such title is amended by striking “September 16, 2011,” and inserting “January 31, 2012.”

SEC. 205. EXTENSION OF EXPIRING AUTHORITIES.

(a) Section 40117(1)(7) of title 49, United States Code, is amended by striking “September 17, 2011,” and inserting “February 1, 2012.”

(b) Section 41743(e)(2) of such title is amended by striking “and \$35,000,000 for each of fiscal years 2004 through 2011” and inserting “\$35,000,000 for each of fiscal years 2004 through 2011, and \$2,016,393 for the portion of fiscal year 2012 ending before February 1, 2012.”

(c) Section 44302(f)(1) of such title is amended—

(1) by striking “September 16, 2011,” and inserting “January 31, 2012.”; and

(2) by striking “December 31, 2011,” and inserting “April 30, 2012.”

(d) Section 44303(b) of such title is amended by striking “December 31, 2011,” and inserting “April 30, 2012.”

(e) Section 47107(s)(3) of such title is amended by striking “September 17, 2011,” and inserting “February 1, 2012.”

(f) Section 47115(j) of such title is amended by striking “fiscal years 2004 through 2010, and for the portion of fiscal year 2011 ending before September 17, 2011,” and inserting “fiscal years 2004 through 2011, and for the portion of fiscal year 2012 ending before February 1, 2012.”

(g) Section 47141(f) of such title is amended by striking “September 16, 2011,” and inserting “January 31, 2012.”

(h) Section 49108 of such title is amended by striking “September 16, 2011,” and inserting “January 31, 2012.”

(i) Section 161 of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 47109 note) is amended by striking “fiscal year 2009 or 2010, or in the portion of fiscal year 2011 ending before September 17, 2011,” and inserting “any of fiscal years 2009 through 2011, or in the portion of fiscal year 2012 ending before February 1, 2012.”

(j) Section 186(d) of such Act (117 Stat. 2518) is amended by striking “October 1, 2010, and for the portion of fiscal year 2011 ending before September 17, 2011,” and inserting “October 1, 2011, and for the portion of fiscal year 2012 ending before February 1, 2012.”

(k) Section 409(d) of such Act (49 U.S.C. 41731 note) is amended by striking “September 30, 2011,” and inserting “January 31, 2012.”

SEC. 206. FEDERAL AVIATION ADMINISTRATION OPERATIONS.

Section 106(k)(1) of title 49, United States Code, is amended—

(1) in subparagraph (E) by striking “and” at the end;

(2) in subparagraph (F) by striking “2010,” and inserting “2010;”;

(3) by inserting after subparagraph (F) the following:

“(G) \$9,514,000,000 for fiscal year 2011; and

“(H) \$3,197,315,080 for the period beginning on October 1, 2011, and ending on January 31, 2012.”

SEC. 207. AIR NAVIGATION FACILITIES AND EQUIPMENT.

Section 48101(a) of title 49, United States Code, is amended—

(1) in paragraph (5) by striking “and” at the end;

(2) in paragraph (6) by striking “2010.” and inserting “2010;”;

(3) by adding at the end the following:

“(7) \$2,731,000,000 for fiscal year 2011; and

“(8) \$917,704,544 for the period beginning on October 1, 2011, and ending on January 31, 2012.”

SEC. 208. RESEARCH, ENGINEERING, AND DEVELOPMENT.

Section 48102(a) of title 49, United States Code, is amended—

(1) in paragraph (13) by striking “and” at the end;

(2) in paragraph (14) by striking “2010.” and inserting “2010;”;

(3) by adding at the end the following:

“(15) \$170,000,000 for fiscal year 2011; and

“(16) \$57,016,885 for the period beginning on October 1, 2011, and ending on January 31, 2012.”

SEC. 209. ESSENTIAL AIR SERVICE.

Section 41742(a)(2) of title 49, United States Code, is amended by striking “there is authorized to be appropriated \$77,000,000 for each fiscal year” and inserting “there is authorized to be appropriated out of the Airport and Airway Trust Fund (established under section 9502 of the Internal Revenue Code of 1986) \$150,000,000 for fiscal year 2011 and \$50,309,016 for the period beginning on

October 1, 2011, and ending on January 31, 2012.”

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Florida (Mr. MICA) and the gentleman from West Virginia (Mr. RAHALL) each will control 20 minutes.

The Chair recognizes the gentleman from Florida.

GENERAL LEAVE

Mr. MICA. 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 H.R. 2887.

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

There was no objection.

Mr. MICA. I yield myself such time as I may consume.

Mr. Speaker, we are here today to extend once again authorization for the Federal Aviation Administration and for our Nation’s transportation, highway, and transit programs.

Unfortunately, these are extensions that have been piled upon extensions for both of these programs. And while the legislation before us is important and it signifies a bipartisan, bicameral agreement to move forward, it must not be just a temporary bandaid for our important aviation, highway, rail, and safety programs, and for future job creation for our Nation.

To build our Nation’s infrastructure and to really put people to work, we need long-term reauthorizations for these programs. Unfortunately, this bill is the 22nd FAA extension and the eighth surface transportation extension. Congress, unfortunately, has delayed passing a long-term FAA reauthorization for over 4 years, and a surface transportation bill has lagged for some 2 years. This action today represents a last chance to roll up our sleeves and get transportation projects moving forward in America again.

A couple of comments about this legislation.

H.R. 2887 is a clean 6-month extension for surface transportation programs, and it’s also a clean 4-month extension for aviation programs. The extension’s funding levels are consistent with the Full-Year Continuing Appropriations Act, our CR passed by Congress in April of this year.

For surface transportation, the bill authorizes \$19.9 billion for highway, \$660 million for highway safety, and \$5.1 billion for transit, for a total of \$25.6 billion. That’s just for the 6-month period. While I would like to do a 6-year bill, our intention with this action today is to remain firmly committed to the commitment to do a 6-year transportation bill.

This is a 6-month extension. Why 6 months? Because our States and our other entities that depend on a reliable funding partner must have some certainty. When we did the CR—which expires in just a few weeks here—we were able to extend, on the seventh extension, our transportation programs

until the end of this month. So we think this is being good stewards and responsible, again, in extending for 6 months a period in which there can be some stability in these important transportation projects, and also to make certain that jobs and employment in this area move forward.

In July, I released a transportation reauthorization proposal. This was an outline. We've been working with our Democrat colleagues in a bipartisan fashion since that time to actually craft language which is acceptable to set forth the policy and the funding schedule, all of the authorization that's so important to keep our Nation's infrastructure projects moving forward. So this should give us enough time to complete that process and get that legislation before us. With unemployment in the construction industry at record-high levels, it's imperative that we also provide this time.

Let me talk about FAA for a minute. This bill does authorize funds through the end of January for FAA. This is a list of extensions of FAA. I had the opportunity, as the chairman of the Aviation Subcommittee, in 2003 to craft a 4-year FAA bill, which expired in 2007. So I helped write the last FAA 4-year authorization that expired in 2007. Here are the extensions.

The Democrats controlled the House of Representatives and the Senate. Here, if you start in when you had the Obama administration take over, they also controlled the White House, the House, and the Senate. And we get down to the 17th extension under Democrat control, and I have agreed to three of them. I said enough is enough, and we must move forward with a long-term authorization. I stand before you today and say that, while the measures that we took in the last extension for FAA were somewhat extraordinary, this situation demands attention and action for long-term legislation by the United States Congress, and I'm going to make certain that we do everything to see that people are working in this industry and that we meet our responsibility for setting the policy for one of the most important industries in the United States, our aviation industry.

So this is the history of what has taken place. This is the 22nd extension, and I can guarantee it will be the last extension because we must and we will pass a 4-year authorization. While there are some issues that remain to be resolved, we will continue working in a bipartisan manner. We passed legislation from the House. I look forward to working with Senator ROCKEFELLER and others, KAY BAILEY HUTCHISON, the ranking Republican in the Senate, Mr. COSTELLO and Mr. RAHALL, to get this legislation done.

I urge my colleagues to support these two extensions rolled into one, H.R. 2887.

HOUSE OF REPRESENTATIVES,
COMMITTEE ON WAYS AND MEANS,
Washington, DC, September 13, 2011.

Hon. JOHN MICA,
Chairman, Committee on Transportation and
Infrastructure, Rayburn House Office
Building, Washington, DC.

DEAR CHAIRMAN MICA: I am writing concerning H.R. 2887, the "Surface and Air Transportation Programs Extension Act of 2011," which is scheduled for floor consideration today.

As you know, the Committee on Ways and Means has jurisdiction over the Internal Revenue Code of 1986, as amended (IRC). Sections 141 and 142 of this bill amend the IRC by extending the current Highway Trust Fund expenditure authority and the associated Federal excise taxes to March 31, 2012. Section 141 also amends the IRC by extending the Leaking Underground Storage Tank Trust Fund excise tax to March 31, 2012. Similarly, Sections 202 and 203 of this bill amend the IRC by extending the current Airport and Airway Trust Fund expenditure authority and the associated Federal excise taxes to January 31, 2012. In order to expedite H.R. 2887 for Floor consideration, the Committee will forgo action on the bill. This is being done with the understanding that it does not in any way prejudice the Committee with respect to the appointment of conferees or its jurisdictional prerogatives on this or similar legislation.

I would appreciate your response to this letter, confirming this understanding with respect to H.R. 2887, and would ask that a copy of our exchange of letters on this matter be included in the Congressional Record during Floor consideration.

Sincerely,

DAVE CAMP,
Chairman.

HOUSE OF REPRESENTATIVES, COM-
MITTEE ON TRANSPORTATION AND
INFRASTRUCTURE,
Washington, DC, September 13, 2011.

Hon. DAVE CAMP,
Chairman, Committee on Ways and Means,
Longworth House Office Building, Wash-
ington, DC.

DEAR MR. CHAIRMAN: Thank you for your letter regarding H.R. 2887, the "Surface and Air Transportation Programs Extension Act of 2011." The Committee on Transportation and Infrastructure recognizes the Committee on Ways and Means has a jurisdictional interest in H.R. 2887, and I appreciate your effort to facilitate consideration of this bill.

I concur with you that forgoing action on H.R. 2887 does not in any way prejudice the Committee on Ways and Means with respect to its jurisdictional prerogatives on this bill or similar legislation in the future, and I would support your effort to seek appointment of an appropriate number of conferees to any House-Senate conference involving this legislation.

I, or my designee, will include our letters on H.R. 2887 in the CONGRESSIONAL RECORD during House Floor consideration of the bill. Again, I appreciate your cooperation regarding this legislation, and I look forward to working with the Committee on Ways and Means as the bill moves through the legislative process.

Sincerely,

JOHN L. MICA,
Chairman.

I reserve the balance of my time.

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

I rise in support of H.R. 2887, the Surface and Air Transportation Programs Extension Act of 2011. In this regard, I do commend the Senate and House

leadership for arriving at an agreement late Friday afternoon on an extension of our Nation's surface transportation programs through March 31, 2012, and the programs under the FAA through January 31, 2012, at the current funding levels and without any adverse policy riders.

I commend our chairman, Mr. MICA; the subcommittee chair, Mr. DUNCAN, on Surface; the Air Subcommittee chair, Mr. PETRI; and our ranking subcommittee members, Mr. COSTELLO on Aviation and Mr. DEFAZIO on Surface.

Extending these programs is critical to our economic recovery. And the pending measure does so without any of the poison pills of the past or draconian cuts to investment in our surface transportation programs. Failure to extend the surface transportation programs could shut down more than 134,000 active highway and bridge projects and over 5,000 active transit projects, jeopardizing the jobs of more than 1 million private-sector American jobs over the next year.

The funding levels in the pending measure are far more preferable than what we are seeing proposed by Republicans on the Appropriations Committee. Just last week, they rolled out a fiscal year 2012 Transportation appropriations bill which proposes to slash highway and transit investment, destroying more than 600,000 good paying, private-sector American jobs, jobs that would be lost in every State of the Union.

I cannot support these dangerous and draconian cuts to investments in America's future. To keep pace with India, China, and our other international competitors, we need to invest more, not less in America's future. If we stop investing in the future, there is simply no way we can retire the debt of the past.

It is my hope that with this 6-month extension of highway, highway safety, and transit programs, we can come together and work to develop a long-term, robust Surface Transportation authorization bill that keeps the Nation economically competitive, meets the demands of the 21st century, and creates millions of family-wage American jobs.

□ 1240

The pending measure also provides for a clear extension in the Nation's aviation programs under the FAA. Our aviation system is slightly more than a month into its recovery from the shock, the shock of a Republican-led FAA shutdown for 2 weeks in July and August; and I'm pleased that my Republican friends have chosen not to force another shutdown. I trust they recognize the damage that was caused to our Nation's aviation system and the financial hardship placed on working-class families across the country when they chose to force a policy rider into an otherwise clean extension in July and caused a senseless 2-week shutdown of major parts of the FAA.

Pending the enactment of a long-term bill, and I join our chairman in our desire to see such passed, this short-term extension is the responsible path forward. It will avert more damage to the aviation system and the economy.

With that said, what we should be doing is completing the conference committee on the long-term FAA reauthorization bill. Three months ago, House and Senate negotiators informally narrowed down the list of differences between the two Chambers to just a few. The Senate appointed conferees over 5 months ago, yet the House has not followed suit. So let us finish a long-term reauthorization and show the American people that Congress puts planes and passengers before politics.

I urge support of the pending measure, and I reserve the balance of my time.

Mr. MICA. I yield myself 1 minute.

Again, I enjoy working with the ranking member, Mr. RAHALL, and just wanted to comment on his discussion of the FAA shutdown.

Just for the record, the facts are that the House of Representatives, in a bipartisan vote, passed an FAA extension on July 20, 3 days prior to the deadline, July 22, 2011.

Fact: the FAA extension contained reductions in thousand-dollar-plus airline pork subsidies affecting only three airports. The language that we adopted from the Senate affected 10 airports within 90 miles.

The Senate Democrats, after 2 weeks of forcing a partial FAA shutdown, meekly went to the Senate floor and, in 71 seconds, passed the House extension that was available.

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

Mr. MICA. I yield myself 15 additional seconds.

The fact is that only pork ticket subsidies were excluded.

The fact is that the Democrats controlled the United States House and Senate for 4 years, letting FAA authorization expire in 2007, forcing 17 extensions, and even with the Presidency from 2009 until the beginning of this year were unable to pass FAA legislation.

I yield 3 minutes to the chair of the Aviation Subcommittee, the gentleman from Wisconsin (Mr. PETRI).

Mr. PETRI. I thank my chairman.

I rise in support of the bill before us, H.R. 2887, the Surface and Air Transportation Programs Extension Act of 2011.

House and Senate negotiators have worked for the last 5 months to resolve the issues between the House and the Senate on the long-term FAA reauthorization bills. We're seeking this extension to allow time for us to complete negotiations on the final multi-year bill. We need to get a long-term FAA bill done so that the agency and airports can more efficiently plan and carry out programs and projects.

The bill before us, H.R. 2887, is a clean 4-month extension of the Federal Aviation Administration's taxes and programmatic authorities. The extension will provide resources for the safe operation of the National Airspace System and for the continued certification services of the Federal Aviation Administration.

The bill also authorizes funding for the Airport Improvement Program which, together with the surface transportation programs extended in the bill, authorizes critical funding for important infrastructure construction projects that will help preserve and create much-needed jobs.

I also want to express my support for the extension of our surface transportation programs. We must continue to fund critical highway, bridge and other projects across our country in order to have the transportation network necessary for economic growth and our global competitiveness. The extension we have proposed is a sensible way forward, and I join Chairman MICA in urging my colleagues to support this legislation.

Mr. RAHALL. Mr. Speaker, I yield 2 minutes to our distinguished subcommittee ranking member, the gentleman from Illinois (Mr. COSTELLO).

Mr. COSTELLO. I thank the ranking member for yielding to me.

Mr. Speaker, I rise in support of this legislation before us today. The legislation is a clean extension of the FAA bill and also takes the authorization through the extension through January 31 of 2012.

In February of this year, the Senate passed a bipartisan comprehensive FAA reauthorization bill by a vote of 87-8. By contrast, in April the House approved an extension that was very controversial, and it was a bill that was passed on a party-line vote. In fact, the House-passed bill passed by the narrowest vote margin for a House FAA authorization bill in almost 30 years.

I said at the time that the poison pill provision that was put in the bill by the majority would prevent the bill from passing both the House and the Senate and being signed into law by the President. And, in fact, the White House said that they would veto the legislation with the poison pill provision. So we knew at that point that the reauthorization bill was not going anywhere with that provision in the bill.

It's been 5 months since the other body invited the House leadership to appoint conferees and sit down at the table with Senate conferees to, in fact, try and work out an agreement between the House and the Senate. In July of this year, instead of passing a clean FAA extension, the Republican leadership put a poison pill provision in that extension that led to a shutdown of the FAA for almost 2 weeks, costing the FAA more than \$400 million in lost revenue in that 2-week period. I'm pleased that the House leadership stepped in, brought a clean extension to the floor today.

The American people are tired of all the games. They're tired of all the one side blaming the other side. They want reasonable people to come together, in this body and in the Senate, to act reasonably and do the right thing.

The Senate has appointed their conferees. We should appoint—the Republican leadership in the House should appoint conferees in this body immediately so that we, in fact, can get a long-term authorization bill. Let's stop the games. Let's appoint conferees so that we can pass a comprehensive reauthorization bill now.

Mr. Speaker, I rise in support of H.R. 2887, the "Surface and Air Transportation Programs Extension Act of 2011." This bill contains a "clean" extension of the Federal Aviation Administration's (FAA's) authority to spend from the Airport and Airway Trust Fund and to carry out airport improvement projects at current funding levels through January 31, 2012.

In February, the Senate approved a bipartisan comprehensive FAA reauthorization bill by a wide 87-to-8-vote margin. By contrast, in April the House approved an extremely controversial FAA reauthorization bill by a party-line vote. The House bill, in fact, garnered the narrowest vote margin for a House FAA reauthorization bill in almost 30 years, and the White House has threatened to veto it.

Since the House FAA reauthorization bill was introduced, I, and several House Republicans, have warned that it contains a number of controversial "poison pill" provisions that seriously jeopardize the enactment of a long-term bill this year. It is now clear that we were absolutely right.

It has been five months since the Senate invited House Republicans to join them at the bargaining table, appoint conferees, and complete work on a long-term FAA reauthorization. Yet Republican gamesmanship and insistence on poison pill provisions have so far led to an FAA shutdown and a complete failure to enact long-term, job-creating legislation.

In July, the House Republicans attached an objectionable policy rider on rural air service cuts to the short-term FAA extension. The policy rider was included as a "tool" to pressure Senate Democrats into giving into Republicans' assault on collective-bargaining rights in a long-term reauthorization bill.

My Republican colleagues' strategy backfired, however, and resulted in a shutdown of the FAA for two weeks. In those two weeks, the shutdown cost the Nation almost \$400 million in lost revenue—more than 20 times the amount of money that, according to House Republicans, their policy rider would have saved over the course of an entire year. Tens of thousands of American jobs were jeopardized. The Nation cannot afford the cost and burden of a repeat performance, so I will support this clean four-month FAA extension.

However, I am very concerned about the events leading up to the introduction of this extension. Immediately following last month's disastrous FAA shutdown, House Republicans issued a defiant press release threatening to use new "tools" to coerce Senate Democrats. Yet, there have been no discussions or negotiations with the Senate since the shutdown, and House Republicans still refuse to appoint conferees to complete a long-term bill.

Late last week, Chairman MICA was quoted by reporters stating there would be a "new

twist” in the FAA extension. Then on Friday, the press reported that House Republicans would introduce another “go it alone” FAA extension bill with across-the-board-cuts to FAA programs. But on Friday night, House Republicans backed off their plan and made public a new clean highway and FAA extension.

Mr. Speaker, House Republicans just don’t get it. The American public is sick and tired of grandstanding and games. Nobody wants to see any more new twists in reauthorizing the FAA. The House Republicans have failed to enact a long-term FAA reauthorization bill this year, they have refused to appoint conferees and move the process forward, and they have nobody to blame but themselves for their failure.

While I support this four-month extension, I now believe that Congress should consider a

long-term one year extension of FAA programs. I have said before, and I will say again, that serial extensions are creating uncertainty in the construction industry and costing us jobs. And now Republican political gamesmanship is creating new instability that is hurting the economy.

For the meantime, with these reservations, I support this extension in the interest of keeping hard-working Americans at work and preventing another shutdown.

I urge my colleagues to support H.R. 2887, the “Surface and Air Transportation Programs Extension Act of 2011.”

Mr. MICA. I yield myself 1 minute.

Again, I think it’s important that we pass this bipartisan extension. We wouldn’t be here passing a combination of the transportation, highway, transit

and FAA extensions if we hadn’t taken action that was extraordinary. There was more than sufficient time for the Senate to act.

Again, and I will submit this as part of the RECORD, the Democrats had complete control of the House and Senate in extraordinary majorities and never passed a bill, never appointed conferees. We have only had this responsibility since the beginning of this year, and we will pass a long-term bill and take whatever action is necessary to do that.

Today we are moving the process forward, and I applaud leadership on both sides of the aisle, bipartisan, bicameral.

FAA EXTENSIONS

No.	Democrat or Republican House	Congress	Time period	Duration	Passed House	Passed Senate	Signed into law
1	Democrat	110th (PL 110-92)	10/1/2007-11/16/2007	2.5 months	9/26/2007	9/27/2007	9/29/2007
2	Democrat	110th (PL 110-116)	11/17/2007-12/14/2007	1 month	11/8/2007	11/8/2007	11/13/2007
3	Democrat	110th (PL 110-137)	12/15/2007-12/21/2007	1 week	12/13/2007	12/13/2007	12/14/2007
4	Democrat	110th (PL 110-149)	12/22/2007-12/26/2007	1 week	12/19/2007	12/19/2007	12/21/2007
5	Democrat	110th (PL 110-161)	12/26/2007-2/29/2008	2 months	6/22/2007	9/6/2007	12/26/2007
6	Democrat	110th (PL 110-190)	3/1/2008-6/30/2008	4 months	2/12/2008	2/13/2008	2/28/2008
7	Democrat	110th (PL 110-253)	7/1/2008-9/30/2008	3 months	6/24/2008	6/26/2008	6/30/2008
8	Democrat	110th (PL 110-330)	10/1/2008-3/31/2009	6 months	9/22/2008	9/23/2008	9/30/2008
9	Democrat	111th (PL 111-12)	4/1/2009-9/30/2009	6 months	3/18/2009	3/18/2009	3/30/2009
10	Democrat	111th (PL 111-69)	10/1/2009-12/31/2009	3 months	9/23/2009	9/24/2009	10/1/2009
11	Democrat	111th (PL 111-116)	1/1/2010-3/31/2010	3 months	12/8/2009	12/10/2009	12/16/2009
12	Democrat	111th (PL 111-153)	4/1/2010-4/30/2010	1 month	3/25/2010	3/26/2010	3/31/2010
13	Democrat	111th (PL 111-161)	5/1/2010-7/31/2010	2 months	4/28/2010	4/28/2010	4/30/2010
14	Democrat	111th (PL 111-197)	7/4/2010-8/1/2010	1 month	6/29/2010	6/30/2010	7/2/2010
15	Democrat	111th (PL 111-216)	8/2/2010-9/30/2010	2 months	7/29/2010	7/30/2010	8/1/2010
16	Democrat	111th (PL 111-249)	10/1/2010-12/31/2010	3 months	9/23/2010	9/24/2010	9/30/2010
17	Democrat	111th (PL 111-329)	1/1/2011-3/31/2011	3 months	12/2/2010	12/18/2010	12/22/2010
18	Republican	112th (PL 112-7)	4/1/2011-5/31/2011	2 months	3/29/2011	3/29/2011	3/31/2011
19	Republican	112th (PL 112-16)	6/1/2011-6/30/2011	1 month	5/23/2011	5/24/2011	5/31/2011
20	Republican	112th (PL 112-21)	7/1/2011-7/22/2011	3 weeks	6/24/2011	6/27/2011	6/29/2011
21	Republican	112th (PL 112-27)	7/23/2011-9/16/2011	2 months	7/20/2011	8/5/2011	8/5/2011

I would like to now yield 4 minutes to the ranking member of our Surface Transportation Subcommittee, the gentleman from Tennessee (Mr. DUNCAN).

Mr. DUNCAN of Tennessee. I thank Chairman MICA for yielding me this time and for his and Ranking Member RAHALL’s outstanding work on this legislation.

Mr. Speaker, H.R. 2887 extends the surface transportation programs for another 6 months, from October 1 through March 31 of 2012, and the aviation programs for another 4 months, from October 1 through January 31 of 2012, at funding levels consistent with the full-year continuing resolution passed last April.

□ 1250

This extension is considered clean and no policy provisions were added. During this 6-month Surface Transportation extension, Congress will work hard to pass the committee’s 6-year Surface Transportation reauthorization bill. The outline of the committee’s proposal was unveiled in June and makes much-needed reforms to our highway transit and highway safety programs.

The committee’s proposal will streamline the project delivery process, consolidate existing programs, and better leverage existing revenues in the highway trust fund. According to the Federal Highway Administration, the project delivery process can take up to

15 years from planning through construction. This is government at its worst.

Limited financial resources for transportation and infrastructure can be more effectively utilized by accelerating the process for project approval. While project reviews are necessary to help protect the environment, a more reasonable process is essential to maximizing our taxpayer dollars.

Additionally, the bill consolidates existing programs that are duplicative and do not serve a Federal interest. Consolidation in our 6-year bill will help States allocate their Federal resources to projects and activities that are the most needed. These programmatic reforms will devolve the decisionmaking authority to State and local authorities, giving the State and local people more control over these important projects.

If Congress moves this landmark piece of legislation before the spring, as we all hope, it will be considered the signature jobs bill that Americans have been waiting for this Congress to pass. It will create millions of jobs for hard-working Americans right here in the United States—not in China or India or other countries—and will leave a lasting legacy of tangible improvements to our transportation infrastructure in this country. By passing a long-term reauthorization bill, Americans will be able to see their tax dollars going towards rebuilding and strengthening our

Nation’s highways, bridges, and transit systems.

Mr. Speaker, I also had the privilege to chair the Aviation Subcommittee for 6 years. A strong and efficient aviation system is vital to our economy, and I am pleased that we are also extending our air transportation programs in this bill. I hope we will soon pass our traditional multiyear FAA bill, too.

I urge my colleagues to pass this piece of legislation and work towards passing a long-term reauthorization bill for both our surface transportation programs and our air transportation programs.

Mr. RAHALL. Mr. Speaker, I yield 3 minutes to the distinguished ranking member of the Surface Transportation Subcommittee, the gentleman from Oregon (Mr. DEFAZIO).

Mr. DEFAZIO. The best way to put America back to work is to invest in the underpinnings of our economy: roads, bridges, highways, transit, rail, our ports, our airports. These things serve the private sector and make us more productive and more competitive in the world economy.

Unfortunately, at the current levels of investment, we’re not even keeping up with our mid-20th century surface transportation system. Just think before the interstate highways what a disconnected country this was. And guess what? We’re headed back there.

We are not investing enough to maintain the Eisenhower legacy of the National Highway System. We have 150,000 bridges that need replacement or repair; 40 percent of the pavement needs not just resurfacing but underlayment, a \$70 billion backlog on our aged transit systems. And that's just to give us an updated and state of good repair, 20th century transportation infrastructure. We need a 21st century transportation infrastructure, which is going to require more investment.

And for the life of me, I don't get it on that side of the aisle. You've got this guy over there, the Republican Leader CANTOR. He says, well, we might take the tax cuts with Obama. Those return almost 80 cents on every dollar borrowed. But, oh, that other stuff, spending money, that's like stimulus. Building bridges, repairing highways, repairing and building transit systems, having a new 21st century system for our planes to navigate more efficiently in the sky with fewer delays and less fuel consumed, that is bad according to ERIC CANTOR. But no, the tax cuts, oh, yeah, we're for tax cuts. We'll give the people their money back and then they'll take care of those problems. We'll pass the hat to rebuild the bridges and the transit systems. We'll pass the hat to have a new aviation system for navigation.

Come on. Are we a great Nation or not? Are we going to give up? Are we just going to keep pretending, give the money back to the job creators. I haven't seen the job creators build a national highway system lately.

Now, the private sector does all of these projects. You'll say, well, the government can't make jobs. You're right. This is taxpayer-invested money designated by the government to need investment done by lowest competitive bid by competent private contractors.

Millions of jobs are on the table, and not just in construction. You're talking about construction equipment. You're talking about sophisticated avionics. You're talking about transit vehicles that have electronics and motor drives and everything that all come from manufacturing. And we have the strongest buy America provisions of any part of the Federal Government for transportation investment.

So we're not going to hemorrhage this money to China like the tax cuts will for cheap junk bought from China. No. This will create jobs here at home. The American people get it. We get it on our side of the aisle. It's time for the leadership on the Republican side of the aisle to get it, too.

Mr. MICA. I yield myself 30 seconds. Again, just to deal with facts and reality, I think Mr. CANTOR, myself, and others on the Republican side support transportation, building the country's infrastructure and jobs. But we have to look at what took place.

Of a \$787 billion stimulus bill, only \$63 billion, 7 percent, went for infra-

structure. Now, the proposal this week is up to 12 percent of \$450 billion. Eighty-one percent of the stimulus transportation projects were temporary, created temporary jobs for repaving sidewalks and short-term projects, and less than one-half of 1 percent of the stimulus money went for new construction.

I am pleased to yield at this time, if I may, 2 minutes to the chair of the Rail Subcommittee, the gentleman from Pennsylvania (Mr. SHUSTER).

Mr. SHUSTER. Where was the outrage when they passed the stimulus bill, as the chairman pointed out, that only 60-some billion dollars went to the highways and infrastructure of this country? That's when the outrage should have been put forth.

Where was the outrage on that side? There were more than just one of you over there. You should have stood up and you should have said right then and right there, as I did to the former chairman, I said, This is going to mess up a long-range highway bill. They're going to take that money and they're going to squander it.

We could have done half of a stimulus bill, put most of the money into the infrastructure of this country, and we wouldn't be sitting here today hearing this outrage on the House floor.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. The Chair will remind the Members that remarks in debate must be addressed to the Chair and not to other Members in the second person.

Mr. SHUSTER. Let's move forward with a bill that's within our means.

Once again, I want to remind my friends on the other side, you had both bodies and the White House for 2 years. Where was the bill? There was no bill. Where were the jobs? There are no jobs.

I just would remind my colleagues we are borrowing 40 cents on every dollar this government spends. We've got to live within our means. And I'm willing to suggest that the bill that the chairman and our side is crafting is going to streamline this. We do have less money. There's no doubt about it. I'd like to see more money. We've got to find different revenue sources. But taxing the American people in economic downtime is not the right time to do it.

We can take that \$230 billion or \$240 billion going into the trust fund and by streamlining and by taking all of these other programs that don't do anything to rebuild our roads and increase our capacity, take them off the table and let's focus on what we need to do, and that's build roads and bridges in this country.

So, again, I remind my colleagues, let's direct the outrage where it's due, and that's in a failed stimulus bill.

Again, I do rise today to support H.R. 2887, the surface and air transportation program. It's a clean extension for 3 months and 6 months. I think it's extremely important that this moves forward so that we don't stop the important bridge and road jobs and, of

course, the safety programs and commerce that moves safely through the air. I think that's extremely important.

So again, I intended to stand up and speak more about these two bills, but again, when I hear this outrage, I want to make sure that there is outrage on our side about what's happened in this Congress over the last 4 years.

□ 1300

Mr. RAHALL. Mr. Speaker, I yield 2 minutes to the distinguished ranking member on our Economic Development Subcommittee, the gentlelady from the District of Columbia, ELEANOR HOLMES NORTON.

Ms. NORTON. I thank the ranking member for yielding. I thank the chairman for coming forward with this bill.

Enough of the outrage on both sides—if I may remind us all that that's precisely what the American people told us during recess they didn't want to hear.

I do want to correct one error that the prior gentleman just made: That there were no jobs in the American Recovery Act. There were 3 million jobs created or saved by the American Recovery Act; and if there had been more funds in that Act, we wouldn't be here today with the American Jobs Act trying to get more money to avoid a double-dip recession. This bill is not what the American people deserve, and I apologize to them that we have had to lower our standards, but it does save us from another jobs catastrophe like the one we experienced in July.

It saves a million transportation jobs. Imagine furloughing that many people if this bill, the Surface Transportation bill, were to run out on the 31st of this month. Both FAA and transportation authorizations are very short term, but both are clean. Both are about yesterday's business—about yesterday's airports because there is not enough money to bring us into the 21st century, and they're about yesterday's surface transportation infrastructure.

Yet it's hard to think of bills that would be on this floor during this time that would be carrying such a burden to get so much done at one time. At this moment, this bill is carrying the jobs burden all by itself—a million jobs in surface transportation with at least 100,000 jobs at the airports. It's allowing the modernization of air transportation infrastructure to continue, which is what we lost when there was a 2-week furlough, and it's keeping our infrastructure from further deteriorating.

It's not what we deserve. You don't always get what you deserve, and we've got to fight to make sure the American people get just that.

Mr. MICA. I would like to yield 1¼ minutes to one of our vice chairs, the gentleman from New York (Mr. HANNA).

Mr. HANNA. I thank the chairman for yielding.

I am pleased to speak in favor of this bipartisan, bicameral deal to extend the two important transportation programs at current funding levels.

The 4-month extension of FAA programs will allow us enough time to iron out the final details of a long-term reauthorization. As a pilot myself, I know firsthand the benefits and efficiencies this will bring to our airports and airways as well as to our out-of-date air traffic control system. I am particularly pleased to be extending the highway and transit program for 6 months in order to ensure we have adequate time to pass the chairman and the committee's long-term plan.

New York and the country need long-term certainty and a steady stream of funding. We have spent too much time focusing on so-called "shovel ready" projects with little or no lasting economic or employment benefits.

I look forward to working over the next 6 months to pass a long-term reauthorization that will empower States to take on major projects, including bridge replacements, highway interchange improvements, and investments in our Nation's transit systems, as well as those in upstate New York. These are the types of projects that have the potential to provide jobs for years to come and to grow our economy in the long term.

Mr. RAHALL. May I have a time check, please, Mr. Speaker.

The SPEAKER pro tempore. The gentleman from West Virginia has 9 minutes remaining. The gentleman from Florida has 1¼ minutes remaining.

Mr. RAHALL. I yield 2 minutes to the gentleman from Oregon (Mr. BLUMENAUER).

Mr. BLUMENAUER. I appreciate the gentleman's courtesy.

I listened to my friend from Pennsylvania, who is concerned about the Recovery Act. A number of us voted against it because it was too heavily weighted for tax cuts in an attempt to get Republicans to participate, but all of them voted "no" anyway. If you would have worked with us, we could have increased the amount of money devoted to infrastructure, but it's this same myopia that we see when Republicans refuse to accept broad bipartisan support for FAA in the Senate. What was it? It passed 89-7 or something like that, and yet we in the House can't work with them to increase the investment for aviation.

It's sad. All you have to do is talk to the contractors in your district to find out that the Recovery Act kept them afloat. Contractor after contractor knows that it made a difference, but it's time for us to stop dancing around. We ought to approve the approach in a bipartisan way with the Senate, and we ought to step up and invest more in surface transportation, not less.

We will find that there is broad agreement with the business community, the U.S. Chamber, organized labor, environmental groups, local government. This is the way that we will

put more Americans to work. You seem to acknowledge it, but you're not working with us in the spirit of Chairman BUD SHUSTER and Chairman DON YOUNG, who were willing to stand up and be counted in the need for more resources. We are facing a 34 percent reduction with the bill that the Republicans are dealing with now in the appropriations process, and you're not going to be able to get a decent 6-year authorization when you're slashing investments where America is falling behind.

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

Mr. RAHALL. I yield the gentleman an additional 30 seconds.

Mr. BLUMENAUER. I think we ought to take this very good, clean extension, use the 6 months to be able to build on a foundation of the original ISTEA, right-size it, accept the recommendations of broad bipartisan commissions that we need to be spending more, deal with the deficit reduction the way that it happened with Ronald Reagan and with Bill Clinton that includes more infrastructure investment, and agree with the Senate FAA approach. We'll be able to put millions of Americans to work and stop the partisan bickering that we don't need to do. It's not partisan in the Senate. It doesn't have to be partisan here.

Mr. MICA. I yield myself 15 seconds.

Just to set the record straight, I went to the Democrat side, the other side of the aisle, when we proposed the stimulus legislation. I asked to double the amount for infrastructure. I think I got 14 or more votes from the other side of the aisle, but I had the motion to recommit. I offered it and it was not accepted.

I reserve the balance of my time.

Mr. RAHALL. Mr. Speaker, I yield 1 minute to the distinguished gentleman from Georgia, Mr. HANK JOHNSON.

Mr. JOHNSON of Georgia. I thank the ranking member for yielding.

I rise in strong support of this bill, which will keep people working in building our infrastructure. Failure to pass this bill would put politics first and would mean unnecessary economic pain for millions of Americans. We've seen in the past that stop signs and guardrails have been put out, that traffic jams have been started, and now we want to blame the drivers of the car for the traffic jam that the other side commenced. It doesn't make any sense.

Let's go ahead and pass this bill today. I commend my brother on the other side of the aisle for putting it forward—a clean bill. In Georgia, the highway bill provides more than \$97 million a month for infrastructure jobs, employing more than 22,500 Georgians. I urge my colleagues to support this bill so we can move past this stalemate and pass a long-term bill.

Mr. MICA. I continue to reserve the balance of my time.

Mr. RAHALL. Mr. Speaker, I yield 2 minutes to the gentlelady from New York (Mrs. MALONEY).

Mrs. MALONEY. I thank the gentleman for yielding, and I thank the ranking member and chairman for their leadership on this important bill, the Surface and Air Transportation Programs Extension Act.

This act includes a clean 6-month extension of our Nation's critical highway and transit programs. The funding provided in this extension to State Departments of Transportation and local transit agencies will keep Americans working and our economy moving while Congress acts to reauthorize these critically important programs. This extension is necessary to our Nation's economic health and to getting Americans back to work.

I applaud the bipartisan work of our Chamber's leadership in bringing this to the floor. However, I believe that, once the extension is passed, we should focus on bringing true high-speed rail to the Northeast Corridor.

□ 1310

As a representative of the citizens of the great city of New York, I understand the significant economic and transportation value of having a high-speed rail option that would serve the Northeast mega-region. Such an initiative would not only create high-paying construction jobs in the near term, but would spur economic development and growth throughout the region in the long term.

The Northeast region contains 20 percent of the Nation's population and just 2 percent of the land area. This density is evidenced by the fact that 70 percent of all chronically delayed flights originate in the New York-area airspace while 60 percent of the Northeast region's road miles are considered heavily congested.

At a time when highway and air modes are nearing capacity levels and jobs are at a premium, high-speed rail for the Northeast corridor must be a serious consideration of this Congress. It would help our economic development and move our country forward in the 21st century, competing in the global markets.

Mr. MICA. Mr. Speaker, I continue to reserve the balance of my time.

Mr. RAHALL. I yield the balance of my time to the ranking member of our Subcommittee on Railroads, the gentlewoman from Florida (Ms. BROWN).

The SPEAKER pro tempore. The gentlewoman is recognized for 3½ minutes.

Ms. BROWN of Florida. First of all, I want to thank Chairman MICA and Ranking Member RAHALL for bringing this clean FAA reauthorization extension bill to the floor.

Our Nation needs and deserves a well-funded multimodal transportation system. Business leaders, construction companies, labor groups, and rider advocates all agree that transportation infrastructure is critical to putting people back to work and improving our crumbling transportation system.

Transportation and infrastructure funding is absolutely critical to the

Nation, and, if properly funded, serves as a tremendous economic boost and job creator. The fact is that the Department of Transportation's statistics show that for every billion dollars invested in transportation, we generate 44,000 jobs and \$6.2 billion in economic activity.

Indeed, our Nation's long-term prosperity requires that we invest in our infrastructure. For example, China is currently spending 9 percent of their GDP on infrastructure, about \$300 billion, while we are spending less than 2 percent.

Clearly this lack of investment has led to a crumbling infrastructure. The American Society of Civil Engineers in the 2009 Report Card for America's Infrastructure, gave the United States a grade of D.

It's time for this Congress and our committee to get serious about putting people back to work. There is no better way to do this than funding transportation at a level that is truly improving our system. We can no longer afford the status quo if we want to compete internationally with countries who understand the importance of infrastructure.

Let's pass this bill now. Let's finish a long-term FAA and surface reauthorization bill. As the Governor of Florida says, let's get to work, let's put people to work.

In an article that was in the Orlando Sentinel yesterday, Hank Fishkind said, "This is the recovery, and it's going to take time," but he points out the importance of the infrastructure and putting people to work.

Once again, I want to thank Mr. MICA, Mr. RAHALL, the committee, and the staff. Let's get to work and let's put the American people back to work.

[From the Orlando Sentinel, Sept. 11, 2011]

TALKING WITH . . . HANK FISHKIND: THIS IS THE RECOVERY—AND IT'S GOING TO TAKE TIME, ECONOMIST SAYS

(By Jim Stratton)

Hank Fishkind is a prominent Central Florida economist and former adviser to Florida Gov. Jeb Bush. He talked recently with Sentinel reporter Jim Stratton.

CFB: How bad has Central Florida's economy been in the last two years, and what's surprised you the most?

These are the worst economic conditions since the 1974-75 oil embargo. Not only has tourism turned down, but we had a boom and bust of unprecedented proportions in the real estate market. The thing that shocked me the most was the panic in the financial markets at the depths of the recession. We almost had a collapse of the banking system.

CFB: Do you believe we've moved into a recovery?

This is the recovery. It's not like we're going to get more recovery. This is it. From a national perspective, following the bursting of asset bubbles, national economies recover slowly. That's what history teaches us. We've had a tremendous asset bubble burst in the real estate market. It takes time to heal from that.

CFB: What policies would you suggest?

We need for the president to propose, and Congress to be accepting of, two major initiatives. We need, in the short run, to provide some stimulus, and we need in the

longer run to restructure the entitlement programs and our tax system. If we choose to restrict spending significantly over next six to 12 months, we'll convert this slowdown into zero growth or a recession. We need to have some stimulative spending. Cutting now would be a dreadful error.

CFB: How much of the slow growth is function of people's fears and how much is a function of lingering structural problems?

There are still some substantial structural imbalances that hold back growth. Certainly that's true in the housing markets. In addition, the uncertainty over the debt ceiling, the debilitating debate, the downgrade of U.S. debt, the volatility in financial markets . . . All those things combined, legitimately make business and individual decision making more conservative.

CFB: Are tax increases needed to balance the budget?

There has to be tax increases as part of the program. We can't just simply hope and plan to cut costs sufficiently to make that happen. The costs cuts would be so dramatic as to compromise economic growth so much in the short run, that the long run might not matter.

CFB: How do you think Gov. Rick Scott has done from an economic policy standpoint?

I like the vision. I think that's important. I would like to see that vision built upon with more real action and less rhetoric. For example, the plan to stimulate and accelerate a billion dollars worth of road projects: It's a great idea. I think now we need to see it executed.

CFB: This area has talked a lot about the need to diversify the economy. How would you say local leaders have done?

I think that they've done a great job so far. Burnham is here. We have a major medical city at Lake Nona, in part because of public-private partnership. We have a wonderful simulation industry on the east side, because of public-private partnerships that helped keep Lockheed here. So I think we've done much better than most places. Going forward, in an environment of slow growth, those places that are willing and able to continue to provide some public-private partnerships will greatly benefit.

CFB: You've developed the reputation as the guy developers and businesses go to when they need an economist's support before elected officials. Do you think that reputation is fair?

I would say I always tried to speak my mind as I really believed things to be. I've promoted projects when I believed that they add to the welfare and economy of the community.

Mr. MICA. Mr. Speaker, in closing, we do need to move forward. This isn't the time to bicker. This is the time to put people to work. This is the time to pass long-term reauthorization.

I said earlier this cannot be another Band-Aid. We have had 21 extensions. This is the eighth transportation bill extension.

My dad used to say, you know, JOHN, it's not how much you have, it's also how you spend it. We have to learn lessons. As of September 1, 2011, just a few days ago, 35 percent of the limited amount of transportation stimulus dollars for infrastructure still remained in Washington, so it's not just spending people's money, it's spending it wisely.

The other thing too is the money we spent; 82 percent of it went for short-term employment. Those jobs have come and gone, a little repaving, little

jobs here. We need long-term commitment, so I am committed to do whatever it takes to pass a 6-year transportation bill and a 4-year FAA authorization.

The people of this country deserve no less than having responsible action by this Congress to move these important infrastructure and job-creating programs forward, and we are going to do it, mark my word.

I yield back the balance of my time.

Mr. RYAN of Wisconsin. Mr. Speaker, I have serious reservations about H.R. 2887, the "Surface and Air Transportation Programs Extension Act of 2011."

H.R. 2887 extends for six months, until March 31, 2012, the current spending levels for the surface transportation authorization SAFETEA-LU. This authorization expired in September 2009 and this will be the 8th short term extension. When this original 5-year authorization was passed, it set spending levels above estimated gas tax revenues with goal of spending down the excess balances in the Highway Trust Fund. Unfortunately, due to a number of factors, such as the economic downturn and more fuel efficient vehicles, the gas tax revenue plateaued while spending remained high. As a result, the Highway Trust Fund is now insolvent and has required almost \$35 billion in bailouts since 2008. Without reform, CBO estimates that the Highway account will require another bailout in the first few months of calendar year 2013 and a total of \$134 billion in General Fund transfers over the next ten years.

The House FY 2012 Budget anticipates a long-term surface transportation authorization bill that keeps the Highway Trust Fund solvent without additional bailouts or gas tax increases. Maintaining the current unsustainable level of spending, even for just another 6 months, worsens the financial condition of the Trust Fund and makes the inevitable task of balancing its spending to meet revenues even more painful. I urge the House and Senate committees of jurisdiction to come to agreement on a new surface transportation bill that streamlines the numerous programs at the Department of Transportation into a smaller number of core highway activities; eliminates diversions to non-highway projects such as bike trails and museums; and eliminates earmarks such as the infamous "bridge to nowhere."

H.R. 2887 also extends for four months, until January 31, 2012, current spending levels for the Federal Aviation Administration (FAA). This will be the 22nd short-term extension since the last long term authorization expired in 2007. These programs are long past due for updated and reformed policies. Like current surface transportation spending, the FAA's Airport Improvement Program [AIP] has been spending at unsustainable levels and must be restructured to do more with less. Between 2000 and 2010, spending on the AIP program increased by 47-percent. In light of soaring deficits, these high levels cannot be sustained. The House FY 2012 Budget calls for reasonable spending reductions consistent with H.R. 658, the FAA Reauthorization and Reform Act of 2011, which maintains the ability for airports to obtain additional non-Federal sources of funding for important infrastructure investments.

Surface Transportation and FAA programs are a critical part of a 21st century infrastructure in the United States. We know these programs are outdated and some are on an unsustainable path. While letting these programs expire is not an option, Congress must act quickly to enact fiscally responsible and effective reformed authorizations.

Mr. CONNOLLY of Virginia. Mr. Speaker, I want to thank the Chairman and Ranking Member for their efforts to pass this clean extension of both our surface and air transportation programs.

Working in a bipartisan fashion, we can avoid the previous clashes and political theatrics that forced 4,000 FAA employees and more than 70,000 construction workers off the job for two weeks without pay.

Our nation's transportation infrastructure is the backbone of our economy, and we must ensure our ability to move people and goods if we are to grow the economy and create jobs.

I know the Chairman and Ranking Member share my disappointment that we are not yet providing back pay for those FAA employees who were furloughed. As you know, I am a co-sponsor of Congressman LOBIONDO's bipartisan legislation to make those employees whole. They were innocent victims of our inaction, and we should restore those lost wages immediately.

Ms. JACKSON LEE of Texas. Mr. Speaker, I rise today in support of H.R. 2887, the Surface and Air Transportation Programs Extension Act of 2011. I am glad to see that a clean authorization could be reached, but there are important issues that must be considered in the future.

Prior to H.R. 658, the FAA Reauthorization and Reform Act being sent to the Senate, I offered an amendment to establish a mandate that at the top twenty United States airports, there shall be no fewer than three air traffic controllers on duty during periods of airfield operations. I firmly believe this provision will ensure that air traffic control towers at high volume airports in this country will be appropriately staffed at all times.

We have all heard the recent stories of air traffic controllers falling asleep, or being locked out of the control tower, or for whatever reason, not being able to be on the job, on duty at critical times.

I submit that by simply having a codified policy that at the busiest and most critical airports we mandate there be personnel redundancy in control towers, we can make the aviation system much safer.

Think about the people on planes flying across our country. They are our grandmothers, husbands, wives, and babies. They are American passengers and their lives have value. To ensure their safety we must insist that air traffic controllers are vigilant. To ensure their vigilance we must set reasonable minimum standards.

After 9/11, we discovered the vital importance of protecting our domestic airspace. Air traffic controllers are part of the front line of defense to protect and ensure the safety of our air space. If they lose contact with a plane, they can alert authorities. If an air traffic controller at a major domestic and international airport is asleep at the wheel who will make that call?

It is unfair to put the lives of American passengers at high volume airports at any time in

the hands of one individual, who may at some point be incapacitated. Even pilots have co-pilots. What if the controller fell ill? What then? What would you tell those passengers on the plane? Hope for the best? We need to provide the support that air traffic controllers need in addition to the responsibility.

This language I support creates a mandate, that at all times there must be a minimum of three air traffic controllers in the tower during hours of airfield operation. I commend Secretary LaHood for ordering a second air traffic controller to be on duty overnight at National Airport. However, the Secretary's action simply evidences that there is no current mandate for multiple air traffic controllers. According to the National Air Traffic Controllers Association, most airports operate 24 hours a day with two controllers in the tower for the midnight-to-6 a.m. shift. The operative word is "most"; we must act to create a uniform nationwide standard, verifiable and enforceable by the FAA.

This legislation extends the funding for surface transportation through March, and aviation through January. As we move forward and prepare to consider this legislation in the coming months, it is my hope that my colleagues will consider these important provisions. Increasing the number of air traffic controllers on duty is a simple way to keep the American people safe.

I am pleased to pass a clean extension of funding for our Nation's surface transportation and aviation networks. I will continue to advocate for an increased number of air traffic controllers as Congress returns to this issue in the next session.

Ms. RICHARDSON. Mr. Speaker, I rise today in support of H.R. 2887 Surface and Air Transportation Programs Extension Act of 2011. When I came to Congress I fought to become a member of the Transportation and Infrastructure Committee because I know the importance of these issues for the people of the California 37th district as well as every American. Transportation is an issue that affects virtually every American every day and should never be put on the backburner.

H.R. 2887 will ensure that thousands of workers stay on the job and critical infrastructure projects do not come to a halt. Although I would much rather see a bill that reauthorizes our surface transportation and FAA programs long term, this bill will give the time we need to craft bipartisan long term bills. This bill extends the FAA and Surface Transportation reauthorization at the current level which is the lowest we should go. Not extending these programs would result in over 164,000 jobs lost in California infrastructure jobs alone. We have to look no further than August to see what happens when this Congress fails to act on reauthorizing these programs. Nearly, 90,000 jobs were put in jeopardy, over 3,600 FAA experts furloughed, \$11 billion in contracts in limbo, and millions of dollars were lost. We have seen what shutting down can do—now we should see what investing can do.

Reports from engineers to reports from truck drivers outline the unacceptable current state of our deteriorating transportation system and have called for an immediate investment. As a country we waste billions of dollars every year with unnecessary delays due to a crumbling and over-congested surface transportation system. We must simplify our transportation programs and focus on a performance based

system. We must also make the difficult choices about how these programs get funded and avoid having to continuously path the highway trust fund.

I have introduced several pieces of legislation that take a commonsense approach to these reoccurring problems. It provides solutions like strengthening Title VI so that projects are not delayed and redesigned when they over look low income and minority based communities. Establishing a Freight Corridors of National Significance Program will improve the efficiency, operation, and security of the national transportation system to move freight by prioritizing, investing, and promoting partnerships that advance interstate and foreign commerce, promote economic competitiveness, job creation, and improve the mobility of goods. Finally, with the growing number of states with strong environmental controls, we should make every effort to eliminate duplicative procedures that delay projects, while maintaining environmental safeguards.

I urge my colleagues to support this clean extension of these two critical programs so we can get back to work on a long term full reauthorization. I look forward to working with Chairman MICA and Ranking member RAHALL in the Transportation and Infrastructure Committee to develop these common sense ideas that will create jobs and rebuild our infrastructure.

Ms. EDWARDS. Mr. Speaker, I rise in support of this bill. I am glad to see a clean bill come to the House floor that extends the authorization of the Federal Aviation Authority to function through the end of January 2012. It is critical that we keep an important government agency like the FAA running and get 3,600 federal employees and some 70,000 construction workers back to work to make sure that our air travel and shipment of goods are conducted safely and efficiently.

However, this bill has been so scrubbed clean that it is missing a crucial component of fairness—back pay for those FAA employees who were furloughed during a nearly two week agency shutdown.

It should be common sense for us to come together to make sure that the aviation specialists, engineers, electronics technicians, logistics experts, medical professionals, support staff, and others who were abruptly laid off, through no fault of their own, receive the compensation they deserve. We can't let dedicated, hard-working federal employees suffer because my colleagues across the aisle were unwilling to compromise, causing a shutdown of the FAA and costing American taxpayers \$350 million in lost tax revenue.

I am grateful that those FAA employees whose functions were deemed "essential" and who continued to work during the shutdown—albeit without a salary and with no assurances of compensation—have received full compensation and benefits for that period. But that still leaves the vast majority of furloughed workers two-weeks short on pay, forcing many to draw on savings to make ends meet.

I also understand that there is some disagreement over whether the Department of Transportation has the authority to provide back pay to furloughed employees under the legislation we are considering since it operates retroactively to "erase" the authorization gap, or if Congress needs to pass a law.

This disagreement is a poor excuse for inaction. We would be adding insult to injury if

we were to deprive furloughed employees of wages while we play the blame game for the second time—first on keeping the FAA open for business, and now on who can award a pay check. This is not new territory: we voted to compensate the 800,000 federal workers laid off during a 26-day budget stalemate in 1995–1996. We know how to do it. We just have to demonstrate the political will to get it done.

I urge the House leadership to bring to the floor as expeditiously as possible H.R. 2814 or other legislation to ensure that these furloughed employees get paid.

The SPEAKER pro tempore (Mr. SCHOCK). The question is on the motion offered by the gentleman from Florida (Mr. MICA) that the House suspend the rules and pass the bill, H.R. 2887.

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.

EMPOWERING PARENTS THROUGH QUALITY CHARTER SCHOOLS ACT

The SPEAKER pro tempore. Pursuant to House Resolution 392 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the further consideration of the bill, H.R. 2218.

□ 1316

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union for the further consideration of the bill (H.R. 2218) to amend the charter school program under the Elementary and Secondary Education Act of 1965, with Mr. YODER (Acting Chair) in the chair.

The Clerk read the title of the bill.

The Acting CHAIR. When the Committee of the Whole rose on Thursday, September 8, 2011, a request for a recorded vote on amendment No. 8 printed in part A of House Report 112–200 by the gentleman from Iowa (Mr. KING) had been postponed.

Pursuant to clause 6 of rule XVIII, proceedings will now resume on those amendments printed in part A of House Report 112–200 on which further proceedings were postponed, in the following order:

Amendment No. 7 by Mr. HOLT of New Jersey.

Amendment No. 8 by Mr. KING of Iowa.

The Chair will reduce to 2 minutes the minimum time for the second electronic vote in this series.

AMENDMENT NO. 7 OFFERED BY MR. HOLT

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from New Jersey (Mr. HOLT) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The vote was taken by electronic device, and there were—ayes 195, noes 220, not voting 16, as follows:

[Roll No. 702]

AYES—195

Ackerman
Altmire
Andrews
Baldwin
Barrow
Bartlett
Bass (CA)
Bass (NH)
Becerra
Berkley
Berman
Bilbray
Bishop (GA)
Bishop (NY)
Blumenauer
Boren
Boswell
Brady (PA)
Braley (IA)
Brown (FL)
Butterfield
Capps
Cardoza
Carnahan
Carney
Carson (IN)
Castor (FL)
Chandler
Chu
Cicilline
Clarke (MI)
Clarke (NY)
Clay
Cleaver
Clyburn
Cohen
Connolly (VA)
Conyers
Cooper
Costa
Costello
Courtney
Critz
Crowley
Cuellar
Cummings
Davis (CA)
Davis (IL)
DeFazio
DeGette
DeLauro
Dent
Deutch
Dicks
Dingell
Doggett
Dold
Donnelly (IN)
Doyle
Edwards
Ellison
Engel
Eshoo
Farr
Fattah
Filner
Fitzpatrick
Frank (MA)
Fudge
Garamendi
Gerlach
Gibson
Gonzalez
Green, Al
Green, Gene
Grijalva
Gutierrez
Hahn
Hanabusa
Hastings (FL)
Heinrich
Higgins
Hinchee
Hinojosa
Hirono
Hochul
Holden
Holt
Honda
Hoyer
Insee
Israel
Jackson (IL)
Jackson Lee
Johnson (GA)
Johnson (IL)
Johnson, E. B.
Jones
Kaptur
Keating
Kildee
Kind
Kissell
Kucinich
Lance
Langevin
Larsen (WA)
Lee (CA)
Levin
Lipinski
Loeb sack
Lofgren, Zoe
Lowey
Lujan
Maloney
Markey
Matheson
Matsui
McCarthy (NY)
McCollum
McDermott
McGovern
McIntyre
McKinley
McNerney
Meehan
Meeke
Michaud
Miller (NC)
Miller, George
Moore
Brooks
Broun (GA)
Buchanan
Bucshon
Buerkle
Burgess
Burton (IN)
Calvert
Camp
Campbell
Canseco
Cantor
Capito
Carter
Cassidy
Chabot
Chaffetz
Coble
Coffman (CO)

Moran
Murphy (CT)
Nadler
Napolitano
Neal
Oliver
Owens
Pallone
Pascrell
Pastor (AZ)
Payne
Pelosi
Perlmutter
Peters
Pingree (ME)
Polis
Price (NC)
Quigley
Rahall
Rangel
Reichert
Richardson
Richmond
Ross (AR)
Rothman (NJ)
Roybal-Allard
Ruppersberger
Rush
Ryan (OH)
Sanchez, Linda
T.
Sanchez, Loretta
Sarbanes
Schakowsky
Schiff
Schrader
Schwartz
Scott (VA)
Scott, David
Serrano
Sewell
Sherman
Shuler
Sires
Slaughter
Smith (WA)
Stark
Sutton
Thompson (CA)
Thompson (MS)
Tierney
Tonko
Tsongas
Upton
Van Hollen
Velázquez
Walz (MN)
Wasserman
Schultz
Waters
Watt
Waxman
Welch
Wilson (FL)
Woolsey
Yarmuth
Cole
Conaway
Cravaack
Crawford
Crenshaw
Culberson
Davis (KY)
Denham
DesJarlais
Diaz-Balart
Dreier
Duffy
Duncan (SC)
Duncan (TN)
Ellmers
Emerson
Farenthold
Fincher
Flake

Fleischmann
Fleming
Flores
Forbes
Fortenberry
Foxy
Franks (AZ)
Frelinghuysen
Gallegly
Gardner
Garrett
Gibbs
Gingrey (GA)
Gohmert
Goodlatte
Gosar
Gowdy
Granger
Graves (GA)
Graves (MO)
Griffin (AR)
Griffith (VA)
Grimm
Guinta
Guthrie
Hall
Hanna
Harper
Harris
Hartzer
Hastings (WA)
Hayworth
Heck
Hensarling
Herger
Herrera Beutler
Huelskamp
Huizenga (MI)
Hultgren
Hunter
Hurt
Issa
Jenkins
Johnson (OH)
Johnson, Sam
Jordan
Kelly
King (IA)
Kingston
Kinzinger (IL)
Kline
Labrador
Lamborn
Landry
Lankford

Latham
LaTourette
Latta
Lewis (CA)
LoBiondo
Long
Lucas
Luetkemeyer
Lummis
Lungren, Daniel
E.
Mack
Manzullo
Marchant
McCarthy (CA)
McCaul
McClintock
McCotter
McHenry
McKeon
McMorris
Rodgers
Mica
Miller (FL)
Miller (MI)
Miller (MI)
Mulvaney
Murphy (PA)
Myrick
Neugebauer
Nugent
Nunes
Nunnelee
Olson
Palazzo
Paul
Paulsen
Pearce
Pence
Peterson
Petri
Pitts
Platts
Poe (TX)
Pompeo
Posey
Price (GA)
Quayle
Reed
Rehberg
Renacci
Ribble
Rigell
Rivera
Roby
Roe (TN)

Rogers (AL)
Rogers (KY)
Rogers (MI)
Rohrabacher
Rokita
Rooney
Ros-Lehtinen
Roskam
Ross (FL)
Royce
Runyan
Ryan (WI)
Scalise
Schilling
Schmidt
Schock
Schweikert
Scott (SC)
Scott, Austin
Sensenbrenner
Sessions
Shimkus
Shuster
Simpson
Smith (NE)
Smith (NJ)
Smith (TX)
Southerland
Speier
Stearns
Stivers
Stutzman
Sullivan
Terry
Thompson (PA)
Thornberry
Tiberi
Tipton
Turner
Walberg
Walden
Walsh (IL)
Webster
West
Westmoreland
Whitfield
Wilson (SC)
Wittman
Wolf
Womack
Woodall
Yoder
Young (AK)
Young (FL)
Young (IN)

NOT VOTING—16

Baca
Bachmann
Barletta
Capuano
Giffords
Himes

King (NY)
Larson (CT)
Lewis (GA)
Lynch
Marino
Miller, Gary

Noem
Reyes
Towns
Visclosky

ANNOUNCEMENT BY THE ACTING CHAIR

The Acting CHAIR (during the vote). There are 2 minutes remaining in this vote.

□ 1344

Messrs. ROHRBACHER, REED, DENHAM, DUFFY, ROSKAM, GINGREY of Georgia, Mrs. SCHMIDT, and Mrs. BLACK changed their vote from “aye” to “no.”

Messrs. LEVIN, DAVID SCOTT of Georgia, and Ms. TSONGAS changed their vote from “no” to “aye.”

So the amendment was rejected.

The result of the vote was announced as above recorded.

AMENDMENT NO. 8 OFFERED BY MR. KING OF IOWA

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from Iowa (Mr. KING) on which further proceedings were postponed and on which the noes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The Acting CHAIR. This will be a 2-minute vote.

The vote was taken by electronic device, and there were—ayes 43, noes 374, not voting 14, as follows:

[Roll No. 703]

AYES—43

Amash	Franks (AZ)	Miller (FL)
Bartlett	Garrett	Mulvaney
Bishop (UT)	Gohmert	Paul
Blackburn	Graves (GA)	Pence
Brooks	Harris	Poe (TX)
Broun (GA)	Huelskamp	Pompeo
Burgess	Huizenga (MI)	Price (GA)
Burton (IN)	Hultgren	Renacci
Campbell	Jenkins	Rigell
Chaffetz	Johnson (OH)	Southerland
Coffman (CO)	Jordan	Stutzman
Duncan (SC)	King (IA)	Walsh (IL)
Duncan (TN)	Lamborn	Westmoreland
Flake	Mack	
Fleming	McClintock	

NOES—374

Ackerman	Cole	Gosar
Adams	Conaway	Gowdy
Aderholt	Connolly (VA)	Granger
Akin	Conyers	Graves (MO)
Alexander	Cooper	Green, Al
Altmire	Costa	Green, Gene
Andrews	Costello	Griffin (AR)
Austria	Courtney	Griffith (VA)
Baca	Cravaack	Grijalva
Bachus	Crawford	Grimm
Baldwin	Crenshaw	Guinta
Barrow	Critz	Guthrie
Barton (TX)	Crowley	Gutierrez
Bass (CA)	Cuellar	Hahn
Bass (NH)	Culberson	Hall
Becerra	Cummings	Hanabusa
Benishkek	Davis (CA)	Hanna
Berg	Davis (IL)	Harper
Berkley	Davis (KY)	Hartzler
Berman	DeFazio	Hastings (FL)
Biggert	DeGette	Hastings (WA)
Bilbray	DeLauro	Hayworth
Bilirakis	Denham	Heck
Bishop (GA)	Dent	Heinrich
Bishop (NY)	DesJarlais	Hensarling
Black	Deutch	Herger
Blumenauer	Diaz-Balart	Herrera Beutler
Bonner	Dicks	Higgins
Bono Mack	Dingell	Himes
Boren	Doggett	Hinchee
Boswell	Dold	Hinojosa
Boustany	Donnelly (IN)	Hirono
Brady (PA)	Doyle	Hochul
Brady (TX)	Dreier	Holden
Brale (IA)	Duffy	Holt
Brown (FL)	Edwards	Honda
Buchanan	Ellison	Hoyer
Bucshon	Ellmers	Hunter
Buerkle	Emerson	Hurt
Butterfield	Engel	Inslie
Calvert	Eshoo	Israel
Camp	Farenthold	Issa
Canseco	Farr	Jackson (IL)
Cantor	Fattah	Jackson Lee
Capito	Filner	(TX)
Capps	Fincher	Johnson (GA)
Cardoza	Fitzpatrick	Johnson (IL)
Carnahan	Fleischmann	Johnson, E. B.
Carney	Flores	Johnson, Sam
Carson (IN)	Forbes	Jones
Carter	Fortenberry	Kaptur
Cassidy	Fox	Keating
Castor (FL)	Frank (MA)	Kelly
Chabot	Frelinghuysen	Kildee
Chandler	Fudge	Kind
Chu	Gallely	Kingston
Cicilline	Garamendi	Kinzinger (IL)
Clarke (MI)	Gardner	Kissell
Clarke (NY)	Gerlach	Kline
Clay	Gibbs	Kucinich
Cleaver	Gibson	Labrador
Clyburn	Gingrey (GA)	Lance
Coble	Gonzalez	Landry
Cohen	Goodlatte	Langevin

Lankford	Palazzo	Scott (VA)
Larsen (WA)	Pallone	Scott, Austin
Latham	Pascrell	Scott, David
LaTourette	Pastor (AZ)	Sensenbrenner
Latta	Paulsen	Serrano
Lee (CA)	Payne	Sessions
Levin	Pearce	Sewell
Lewis (CA)	Pelosi	Sherman
Lipinski	Perlmutter	Shimkus
LoBiondo	Peters	Shuler
Loeb sack	Peterson	Shuster
Lofgren, Zoe	Petri	Simpson
Long	Pingree (ME)	Sires
Lowey	Pitts	Slaughter
Lucas	Platts	Smith (NE)
Luetkemeyer	Polis	Smith (NJ)
Lujan	Posey	Smith (WA)
Lummis	Price (NC)	Speier
Lungren, Daniel E.	Quayle	Stark
	Quigley	Stearns
	Rahall	Stivers
Lynch	Rangel	Sullivan
Maloney	Reed	Sutton
Manzullo	Rehberg	Terry
Marchant	Reichert	Thompson (CA)
Markey	Reyes	Thompson (MS)
Matheson	Ribble	Thompson (PA)
Matsui	Richardson	Thornberry
McCarthy (CA)	Richmond	Tiberi
McCarthy (NY)	Rivera	Tierney
McCaul	Roby	Tipton
McCollum	Roe (TN)	Tonko
McCotter	Rogers (AL)	Tsongas
McDermott	Rogers (KY)	Turner
McGovern	Rogers (MI)	Upton
McHenry	Rohrabacher	Van Hollen
McIntyre	Rokita	Velazquez
McKeon	Rooney	Walberg
McKinley	Ros-Lehtinen	Walden
McMorris	Roskam	Walz (MN)
Rodgers	Ross (AR)	Wasserman
McNerney	Ross (FL)	Schultz
Meehan	Rothman (NJ)	Waters
Meeks	Roybal-Allard	Watt
Mica	Royce	Waxman
Michaud	Runyan	Webster
Miller (MI)	Ruppersberger	Welch
Miller (NC)	Rush	West
Miller, George	Ryan (OH)	Whitfield
Moore	Ryan (WI)	Wilson (FL)
Moran	Sánchez, Linda T.	Wilson (SC)
Murphy (CT)	Sanchez, Loretta	Wittman
Murphy (PA)	Sarbanes	Wolf
Myrick	Scalise	Womack
Nadler	Schakowsky	Woodall
Napolitano	Schilling	Woolsey
Neal	Schmidt	Yarmuth
Neugebauer	Schock	Yoder
Nugent	Schrader	Young (AK)
Nunes	Schwartz	Young (FL)
Nunnelee	Schweikert	Young (IN)
Olson	Scott (SC)	
Olver		
Owens		

NOT VOTING—14

Bachmann	Larson (CT)	Schiff
Barletta	Lewis (GA)	Smith (TX)
Capuano	Marino	Towns
Giffords	Miller, Gary	Visclosky
King (NY)	Noem	

ANNOUNCEMENT BY THE ACTING CHAIR

The Acting CHAIR (during the vote).
There is 1 minute remaining in this vote.

□ 1350

Mr. BURTON of Indiana changed his vote from “no” to “aye.”

So the amendment was rejected.

The result of the vote was announced as above recorded.

Stated for:

Mr. HERGER. Mr. Chair, on rollcall No. 703, I inadvertently voted “no” when I intended to vote “yes.”

Stated against:

Mr. SCHIFF. Mr. Chair, on rollcall No. 703, had I been present, I would have voted “no.”

The Acting CHAIR (Mr. FLEISCHMANN). The question is on the committee amendment in the nature of a substitute, as amended.

The amendment was agreed to.

The Acting CHAIR. Under the rule, the Committee rises.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. YODER) having assumed the chair, Mr. FLEISCHMANN, 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. 2218) to amend the charter school program under the Elementary and Secondary Education Act of 1965, and, pursuant to House Resolution 392, reported the bill back to the House with an amendment adopted in the Committee of the Whole.

The SPEAKER pro tempore. Under the rule, the previous question is ordered.

Is a separate vote demanded on any amendment to the amendment reported from the Committee of the Whole?

If not, the question is on the committee amendment in the nature of a substitute, as amended.

The amendment was agreed to.

The SPEAKER pro tempore. The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, and was read the third time.

MOTION TO RECOMMIT

Ms. HANABUSA. Mr. Speaker, I have a motion to recommit at the desk.

The SPEAKER pro tempore. Is the gentlewoman opposed to the bill?

Ms. HANABUSA. I am opposed to it in its current form.

The SPEAKER pro tempore. The Clerk will report the motion to recommit.

The Clerk read as follows:

Ms. Hanabusa moves to recommit the bill H.R. 2218 to the Committee on Education and the Workforce with instructions to report the same back to the House forthwith with the following amendment:

Page 20, after line 15, insert the following:
“(j) BACKGROUND CHECKS TO PROTECT STUDENTS FROM SEXUAL AND VIOLENT PREDATORS.—

“(1) BACKGROUND CHECKS.—Each State entity that receives a grant under this section shall have in effect policies and procedures for charter schools receiving funds under the entity’s program that—

“(A) require that criminal background checks be conducted for school employees that include—

“(i) a search of the State criminal registry or repository in the State in which the school employee resides and each State in which such school employee previously resided;

“(ii) a search of State-based child abuse and neglect registries and databases in the State in which the school employee resides and each State in which such school employee previously resided;

“(iii) a search of the National Crime Information Center of the Department of Justice;

“(iv) a Federal Bureau of Investigation fingerprint check using the Integrated Automated Fingerprint Identification System; and

“(v) a search of the National Sex Offender Registry established under section 19 of the Adam Walsh Child Protection and Safety Act of 2006 (42 U.S.C. 16919);

“(B) prohibit the employment of an individual for a position as a school employee if such individual—

“(i) refuses to consent to the criminal background check described in subparagraph (A);

“(ii) makes a false statement in connection with such criminal background check;

“(iii) has been convicted of a felony consisting of—

“(I) homicide;

“(II) child abuse or neglect;

“(III) a crime against children, including child pornography;

“(IV) spousal abuse;

“(V) a crime involving rape or sexual assault;

“(VI) kidnapping;

“(VII) arson; or

“(VIII) physical assault, battery, or a drug-related offense, committed within the past 5 years; or

“(iv) has been convicted of any other crime that is a violent or sexual crime against a minor;

“(C) require that a charter school that receives information from a criminal background check conducted under this subsection that an individual who has applied for employment with such school as a school employee is a sexual predator report to local law enforcement that such individual has so applied;

“(D) require that the criminal background checks described in subparagraph (A) be periodically repeated; and

“(E) provide for a timely process by which a school employee may appeal the results of a criminal background check conducted under this subsection to challenge the accuracy or completeness of the information produced by such background check and seek appropriate relief for any final employment decision based on materially inaccurate or incomplete information produced by such background check, but that does not permit the school employee to be employed as a school employee during such process.

“(2) DEFINITIONS.—In this subsection:

“(A) SCHOOL EMPLOYEE.—The term ‘school employee’ means—

“(i) an employee of, or a person seeking employment with, a charter school, and who has a job duty that results in exposure to students; or

“(ii) an employee of, or a person seeking employment with, a for-profit or nonprofit entity, or local public agency, that has a contract or agreement to provide services with a charter school, and whose job duty—

“(I) is to provide such services; and

“(II) results in exposure to students.

“(B) SEXUAL PREDATOR.—The term ‘sexual predator’ means a person 18 years of age or older who has been convicted of, or pled guilty to, a sexual offense against a minor.”.

Mr. KLINE (during the reading). Mr. Speaker, I ask unanimous consent that the reading be dispensed with.

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

Ms. HANABUSA. I object, Mr. Speaker.

The SPEAKER pro tempore. Objection is heard.

The Clerk will read.

The Clerk continued to read.

Mr. KLINE. Mr. Speaker, I reserve all points of order against the motion.

The SPEAKER pro tempore. A point of order is reserved.

The gentlewoman from Hawaii is recognized for 5 minutes.

Ms. HANABUSA. Mr. Speaker, let us be very clear that this is a final amendment to the bill, which will not kill the bill and, if adopted, will still allow the

bill to go to final passage. This is an attempt to make a bill better.

Regardless of how we may feel about the underlying bill, we can all agree that there is nothing we wouldn't do to protect our children. Again, this is not an attempt to kill the bill. The bill will not be killed, and if this amendment is adopted, it will allow the bill to go forward to final passage. This just makes a statement that we should all be able to agree with, and that is that we wish to protect our children from sexual predators and abductors.

What this amendment does is to say anyone who receives a grant in support of the high quality charter schools requires that each State entity that receives a grant under this section shall require a criminal background check to be conducted of such school employees.

It also prohibits the employment of any individual for a position in such school, whether it's a nonprofit that does contracts with the school or the school, itself, until the criminal background check is done; and if you refuse to do so, you cannot be employed.

And if you're convicted of a felony—now, these are important points that we're protecting them from: homicide, child abuse and neglect, a crime against children, spousal abuse, sexual abuse, kidnapping, arson, physical assault or battery, drug-related offenses, or crimes against a minor—this is what this bill requires.

Now, in 2010 the GAO said we don't have any Federal bills that protect our children. Here we are. We're going to allow for grants to be given to charter schools. Why not just support this amendment which, in fact, will make this a better bill?

What it will do is it will say no one, no one shall work with our children until such time that they have done a criminal background check.

The bill also permits that, if you believe somehow you've been wrongfully accused, you can appeal. But during the period of time of that appeal, we're also protecting the children because you're not going to be able to work with them until such time as your appeal is done.

□ 1400

Think about this. This is a statement that we are saying we're going to make the schools better. We're going to make charter schools safe for the children. How can we not support such a measure?

That is why, Mr. Speaker, I ask that Members here support this motion to recommit.

And be very clear: this does not stop the bill. This is like a final amendment. Regardless of how it votes, we vote for it—and I think we should all vote for it—it will go to final passage. This is not going to, in essence kill, the bill. It will let it go forward.

So with that in mind, I can't imagine how anyone who sits in this Chamber can't be in support of this amendment.

I yield back the balance of my time.

Mr. KLINE. Mr. Speaker, I would like to withdraw my reservation of the point of order.

The SPEAKER pro tempore. The reservation is withdrawn.

Mr. KLINE. I rise in opposition to the motion to recommit.

The SPEAKER pro tempore. The gentleman from Minnesota is recognized for 5 minutes.

Mr. KLINE. Mr. Speaker, we're all concerned about the safety of our students and all of our schools. Ensuring our students are in a safe environment is a critical part of the duties of our teachers, principals, administrators, school authorities. But whether the students attend charter schools or traditional public schools, all of our students and parents need to know that schools are providing a safe environment for them.

That's why this issue is best considered when we look at the full Elementary and Secondary Education Act later this fall, the law that governs all public schools.

This motion would single out charter schools from the rest of the public schools, something we've worked very hard and in a bipartisan way to avoid.

Therefore, I urge my colleagues to vote against this motion, reject this motion to recommit, and support the underlying bill.

I yield back the balance of my time.

Mr. CARSON of Indiana. Mr. Speaker, as the House of Representatives continues to discuss how we can improve upon our nation's system of education, I would like to address my colleagues and constituents on the importance of collaboration on this issue. Our nation's young people play a vital role in the future of our country, and we must focus on the best interests of our children.

Over 20,000 students in my state of Indiana attend public charter schools. Parents seeking fresh opportunities for their children are finding successful charter school programs within some communities that educate our children in new and innovative ways. Whereas misguided programs, such as private school vouchers, take money away from improving our schools, investing in well-managed charter schools is one way to improve upon existing public school systems. Through these efforts, public school educators are able to offer experiential learning programs that take creative approaches to teaching.

H.R. 2218, the Empowering Parents through Quality Charter Schools Act, has come to a vote at a critical time in our nation's history. America is at a crossroads with record unemployment, staggering deficits and widespread public discontent. Members of Congress must make the tough decisions that will make preparing all American children for the global economy a priority.

Although I realize the bill fails to address the needs to reform all of our schools, I decided to vote in support of Empowering Parents through Quality Charter Schools Act. I support the Charter Schools Program and believe we must continue to invest in school infrastructure and innovative teaching styles. I believe this legislation takes a positive step toward adding civil rights protections for students with disabilities and ensuring higher levels of overall quality within public charter schools.

As the husband of a public school principal, I recognize the need to ensure that America's children are all equally prepared for the future. I pledge to continue working with all of my colleagues to invest in across-the-board improvements in all of our public schools and create incentives that include traditional public schools, students, parents and educators.

The SPEAKER pro tempore. Without objection, the previous question is ordered on the motion to recommit.

There was no objection.

The SPEAKER pro tempore. The question is on the motion to recommit.

The question was taken; and the Speaker pro tempore announced that the noes appeared to have it.

RECORDED VOTE

Ms. HANABUSA. Mr. Speaker, I demand a recorded vote.

A recorded vote was ordered.

The SPEAKER pro tempore. Pursuant to clause 9 of rule XX, the Chair will reduce to 5 minutes the minimum time for any electronic vote on the question of passage.

The vote was taken by electronic device, and there were—ayes 189, noes 231, not voting 11, as follows:

[Roll No. 704]

AYES—189

Ackerman	Eshoo	McGovern
Altmire	Farr	McIntyre
Andrews	Fattah	McNerney
Baca	Filner	Meeks
Baldwin	Frank (MA)	Michaud
Barrow	Fudge	Miller (NC)
Bass (CA)	Garamendi	Miller, George
Becerra	Gonzalez	Moore
Berkley	Green, Al	Moran
Berman	Green, Gene	Murphy (CT)
Bishop (GA)	Grijalva	Nadler
Bishop (NY)	Gutierrez	Napolitano
Blumenauer	Hahn	Neal
Boren	Hanabusa	Olver
Boswell	Hastings (FL)	Owens
Brady (PA)	Heinrich	Pallone
Brale (IA)	Higgins	Pascarell
Brown (FL)	Himes	Pastor (AZ)
Butterfield	Hinchee	Payne
Capps	Hinojosa	Pelosi
Cardoza	Hirono	Perlmutter
Carnahan	Hochul	Peters
Carney	Holden	Peterson
Carson (IN)	Holt	Pingree (ME)
Castor (FL)	Honda	Polis
Chandler	Hoyer	Price (NC)
Chu	Insee	Quigley
Cicilline	Israel	Rahall
Clarke (MI)	Jackson (IL)	Rangel
Clarke (NY)	Jackson Lee	Reyes
Clay	(TX)	Richardson
Cleaver	Johnson (GA)	Richmond
Clyburn	Johnson, E. B.	Ross (AR)
Cohen	Jones	Rothman (NJ)
Connolly (VA)	Kaptur	Roybal-Allard
Conyers	Keating	Ruppersberger
Cooper	Kildee	Rush
Costa	Kind	Ryan (OH)
Costello	Kissell	Sánchez, Linda
Courtney	Kucinich	T.
Critz	Langevin	Sanchez, Loretta
Crowley	Larsen (WA)	Sarbanes
Cuellar	Larson (CT)	Schakowsky
Cummings	Lee (CA)	Schiff
Davis (CA)	Levin	Schrader
Davis (IL)	Lipinski	Schwartz
DeFazio	Loeb sack	Scott (VA)
DeGette	Lofgren, Zoe	Scott, David
DeLauro	Lowey	Serrano
Deutch	Luján	Sewell
Dicks	Lynch	Sherman
Dingell	Maloney	Shuler
Doggett	Markey	Sires
Donnelly (IN)	Matheson	Slaughter
Doyle	Matsui	Smith (WA)
Edwards	McCarthy (NY)	Speier
Ellison	McCollum	Stark
Engel	McDermott	Sutton

Thompson (CA)	Velázquez	Watt
Thompson (MS)	Visclosky	Waxman
Tierney	Walz (MN)	Welch
Tonko	Wasserman	Wilson (FL)
Tsongas	Schultz	Woolsey
Van Hollen	Waters	Yarmuth

NOES—231

Adams	Goodlatte	Olson
Aderholt	Gosar	Palazzo
Akin	Gowdy	Paul
Alexander	Granger	Paulsen
Amash	Graves (GA)	Pearce
Austria	Graves (MO)	Pence
Bachus	Griffin (AR)	Petri
Bartlett	Griffith (VA)	Pitts
Barton (TX)	Grimm	Platts
Bass (NH)	Guinta	Poe (TX)
Benishek	Guthrie	Pompeo
Berg	Hall	Posey
Biggett	Hanna	Price (GA)
Bilbray	Harper	Quayle
Bilirakis	Harris	Reed
Bishop (UT)	Hartzler	Rehberg
Black	Hastings (WA)	Reichert
Blackburn	Hayworth	Renacci
Bonner	Heck	Ribble
Bono Mack	Hensarling	Rigell
Boustany	Herger	Rivera
Brady (TX)	Herrera Beutler	Roby
Brooks	Huelskamp	Roe (TN)
Broun (GA)	Huizenga (MI)	Rogers (AL)
Buchanan	Hultgren	Rogers (KY)
Bucshon	Hunter	Rogers (MI)
Buerkle	Hurt	Rohrabacher
Burgess	Issa	Rokita
Burton (IN)	Jenkins	Rooney
Calvert	Johnson (IL)	Ros-Lehtinen
Camp	Johnson (OH)	Roskam
Campbell	Johnson, Sam	Ross (FL)
Canseco	Jordan	Royce
Cantor	Kelly	Runyan
Capito	King (IA)	Ryan (WI)
Carter	Kingston	Scalise
Cassidy	Kinzinger (IL)	Schilling
Chabot	Kline	Schmidt
Chaffetz	Labrador	Schock
Coble	Lamborn	Schweikert
Coffman (CO)	Lance	Scott (SC)
Cole	Landry	Scott, Austin
Conaway	Lankford	Sensenbrenner
Cravaack	Latham	Sessions
Crawford	LaTourrette	Shimkus
Crenshaw	Latta	Shuster
Culberson	Lewis (CA)	Simpson
Davis (KY)	LoBiondo	Smith (NE)
Denham	Long	Smith (NJ)
Dent	Lucas	Smith (TX)
DesJarlais	Luetkemeyer	Southernland
Diaz-Balart	Lummis	Stearns
Dold	Lungren, Daniel	Stivers
Dreier	E.	Stutzman
Duffy	Mack	Sullivan
Duncan (SC)	Manzullo	Terry
Duncan (TN)	Marchant	Thompson (PA)
Ellmers	McCarthy (CA)	Thornberry
Emerson	McCaul	Tiberi
Farenthold	McClintock	Tipton
Fincher	McCotter	Turner
Fitzpatrick	McHenry	Upton
Flake	McKeon	Walberg
Fleischmann	McKinley	Walden
Fleming	McMorris	Walsh (IL)
Flores	Rodgers	Webster
Forbes	Meehan	West
Fortenberry	Mica	Whitfield
Foxx	Miller (FL)	Wilson (SC)
Franks (AZ)	Miller (MI)	Witman
Frelinghuysen	Mulvaney	Wolf
Galleghy	Murphy (PA)	Womack
Gardner	Myrick	Woodall
Garrett	Neugebauer	Yoder
Gerlach	Noem	Young (AK)
Gibbs	Nugent	Young (FL)
Gibson	Nunes	Young (IN)
Gingrey (GA)	Nunnelee	

NOT VOTING—11

Bachmann	Gohmert	Miller, Gary
Barletta	King (NY)	Towns
Capuano	Lewis (GA)	Westmoreland
Giffords	Marino	

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). There are 2 minutes remaining in this vote.

□ 1419

So the motion to recommit was rejected.

The result of the vote was announced as above recorded.

Stated against:

Mr. WESTMORELAND. Mr. Speaker, on rollcall No. 704, I was unavoidably detained. Had I been present, I would have voted "no."

The SPEAKER pro tempore. The question is on the passage of the bill.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

RECORDED VOTE

Mr. KLINE. Mr. Speaker, I demand a recorded vote.

A recorded vote was ordered.

The SPEAKER pro tempore. This will be a 5-minute vote.

The vote was taken by electronic device, and there were—ayes 365, noes 54, not voting 12, as follows:

[Roll No. 705]

AYES—365

Adams	Costello	Guthrie
Alexander	Courtney	Gutierrez
Altmire	Cravaack	Hahn
Andrews	Crawford	Hall
Austria	Crenshaw	Hanabusa
Bachus	Crowley	Hanna
Baldwin	Cuellar	Harper
Barrow	Culberson	Harris
Bartlett	Cummings	Hastings (WA)
Barton (TX)	Davis (CA)	Hayworth
Bass (CA)	Davis (KY)	Heck
Bass (NH)	DeFazio	Heinrich
Becerra	DeGette	Hensarling
Benishek	DeLauro	Herger
Berg	Denham	Herrera Beutler
Berkley	Dent	Higgins
Biggett	DesJarlais	Himes
Bilbray	Diaz-Balart	Hinojosa
Bilirakis	Dingell	Hirono
Bishop (GA)	Doggett	Hochul
Bishop (UT)	Dold	Holt
Black	Donnelly (IN)	Honda
Blackburn	Doyle	Hoyer
Blumenauer	Dreier	Huelskamp
Bonner	Duffy	Huizenga (MI)
Bono Mack	Duncan (SC)	Hultgren
Boren	Duncan (TN)	Hunter
Boswell	Ellison	Israel
Boustany	Ellmers	Issa
Brady (PA)	Emerson	Jackson (IL)
Brady (TX)	Engel	Jackson Lee
Brale (IA)	Eshoo	(TX)
Brown (FL)	Farenthold	Jenkins
Buchanan	Farr	Johnson (OH)
Bucshon	Fattah	Johnson, E. B.
Buerkle	Fincher	Johnson, Sam
Burgess	Fitzpatrick	Jones
Burton (IN)	Fleischmann	Jordan
Butterfield	Fleming	Kaptur
Calvert	Flores	Keating
Camp	Forbes	Kelly
Campbell	Fortenberry	Kildee
Canseco	Foxx	Kind
Cantor	Frank (MA)	King (IA)
Capito	Franks (AZ)	Kingston
Capps	Frelinghuysen	Kinzinger (IL)
Cardoza	Galleghy	Kissell
Carnahan	Garamendi	Kline
Carney	Gardner	Labrador
Carson (IN)	Gerlach	Lamborn
Carter	Gibbs	Lance
Cassidy	Gibson	Landry
Chabot	Gingrey (GA)	Langevin
Chaffetz	Gohmert	Lankford
Chandler	Gonzalez	Larson (CT)
Cicilline	Goodlatte	Latham
Cleaver	Gosar	LaTourrette
Clyburn	Gowdy	Latta
Coble	Granger	Levin
Coffman (CO)	Graves (GA)	Lewis (CA)
Cohen	Graves (MO)	Lipinski
Cole	Green, Al	LoBiondo
Conaway	Green, Gene	Loeb sack
Connolly (VA)	Griffin (AR)	Lofgren, Zoe
Cooper	Grimm	Long
Costa	Guinta	Lowey

Lucas	Perlmutter	Scott (VA)
Luetkemeyer	Peters	Scott, Austin
Luján	Peterson	Scott, David
Lungren, Daniel	Petri	Sensenbrenner
E.	Pingree (ME)	Serrano
Lynch	Pitts	Sessions
Mack	Platts	Sherman
Maloney	Poe (TX)	Shimkus
Manzullo	Polis	Shuler
Marchant	Pompeo	Shuster
Markey	Posey	Simpson
Matheson	Price (GA)	Sires
Matsui	Price (NC)	Slaughter
McCarthy (CA)	Quayle	Smith (NE)
McCarthy (NY)	Quigley	Smith (NJ)
McCaul	Rahall	Smith (TX)
McClintock	Reed	Smith (WA)
McCollum	Rehberg	Southerland
McCotter	Reichert	Speier
McGovern	Renauci	Stark
McHenry	Reyes	Stearns
McIntyre	Ribble	Stivers
McKeon	Richmond	Sullivan
McKinley	Rigell	Terry
McMorris	Rivera	Thompson (CA)
Rodgers	Roby	Thompson (PA)
McNerney	Roe (TN)	Thornberry
Meehan	Rogers (AL)	Tiberi
Meeks	Rogers (KY)	Tipton
Mica	Rogers (MI)	Tsongas
Michaud	Rohrabacher	Turner
Miller (FL)	Rokita	Upton
Miller (MI)	Rooney	Van Hollen
Miller (NC)	Ros-Lehtinen	Velázquez
Miller, George	Roskam	Visclosky
Moran	Ross (AR)	Walberg
Mulvaney	Ross (FL)	Walden
Murphy (CT)	Rothman (NJ)	Wasserman
Murphy (PA)	Roybal-Allard	Schultz
Myrick	Royce	Watt
Nadler	Runyan	Waxman
Neal	Ruppersberger	Webster
Neugebauer	Ryan (OH)	West
Noem	Ryan (WI)	Westmoreland
Nugent	Sánchez, Linda	Whitfield
Nunes	T.	Wilson (SC)
Nunnelee	Sanchez, Loretta	Wittman
Olson	Sarbanes	Wolf
Olver	Scalise	Womack
Owens	Schakowsky	Woodall
Palazzo	Schiff	Woolsey
Pallone	Schilling	Yarmuth
Pascarell	Schmidt	Yoder
Paulsen	Schock	Young (AK)
Payne	Schrader	Young (FL)
Pearce	Schwartz	Young (IN)
Pelosi	Schweikert	
Pence	Scott (SC)	

NOES—54

Ackerman	Filner	McDermott
Aderholt	Flake	Moore
Amash	Fudge	Napolitano
Baca	Garrett	Pastor (AZ)
Bishop (NY)	Griffith (VA)	Paul
Brooks	Grijalva	Rangel
Broun (GA)	Hartzler	Richardson
Castor (FL)	Hastings (FL)	Rush
Chu	Hinchee	Sewell
Clarke (MI)	Holden	Sutton
Clarke (NY)	Hurt	Thompson (MS)
Clay	Inslee	Tierney
Conyers	Johnson (GA)	Tonko
Critz	Johnson (IL)	Walsh (IL)
Davis (IL)	Kucinich	Walz (MN)
Deutch	Larsen (WA)	Waters
Dicks	Lee (CA)	Welch
Edwards	Lummis	Wilson (FL)

NOT VOTING—12

Akin	Capuano	Marino
Bachmann	Giffords	Miller, Gary
Barletta	King (NY)	Stutzman
Berman	Lewis (GA)	Towns

□ 1427

Mr. PASTOR of Arizona and Ms. SUTTON changed their vote from “aye” to “no.”

Mr. PAYNE changed his vote from “no” to “aye.”

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

RESIGNATION AS MEMBER OF COMMITTEE ON SMALL BUSINESS

The SPEAKER pro tempore (Mr. PALAZZO) laid before the House the following resignation as a member of the Committee on Small Business:

HOUSE OF REPRESENTATIVES,
Washington, DC, September 8, 2011.

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

DEAR SPEAKER BOEHNER: I have accepted the nomination of the Democratic Caucus to serve on the Committee on Education and the Workforce for the remainder of the 112th Congress. I hereby submit my resignation from the Committee on Small Business.

Sincerely,

JASON ALTMIRE.

The SPEAKER pro tempore. Without objection, the resignation is accepted. There was no objection.

ELECTING A MEMBER TO A CERTAIN STANDING COMMITTEE OF THE HOUSE OF REPRESENTATIVES

Mr. LARSON of Connecticut. Mr. Speaker, by the direction of the Democratic Caucus, I offer a privileged resolution and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 398

Resolved, That the following named Member be and is hereby elected to the following standing committee of the House of Representatives:

(1) COMMITTEE ON EDUCATION AND THE WORKFORCE.—Mr. Altmire.

Mr. LARSON of Connecticut (during the reading). Mr. Speaker, I ask unanimous consent that the resolution be considered as read and printed in the RECORD.

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

There was no objection.

The resolution was agreed to.

A motion to reconsider was laid on the table.

PERSONAL EXPLANATION

Ms. JACKSON LEE of Texas. Mr. Speaker, yesterday, September 12, I was detained in my State on official business.

On rollcall vote 699 on the motion to suspend the rules and agree to H.R. 2076, to amend the United States Code regarding providing of investigatory assistance, I would have voted “aye.”

On rollcall vote 700 on the motion to suspend the rules and agree to H.R. 2633, to amend the United States Code regarding time limits for appeals, I would have voted “aye.”

On rollcall vote 701, H.R. 1059, to protect the safety of judges by extending the authority of the Judicial Conference to redact sensitive information on financial disclosure reports, and for other purposes, I would have voted “aye.”

Mr. Speaker, I rise to address the Chair regarding my absence from rollcall votes 699–701 on Monday, September 12, 2011.

For rollcall vote, 699, on motion to suspend the rules and agree to H.R. 2076, “To amend title 28, United States Code, to clarify the statutory authority for the longstanding practice of the Department of Justice of providing investigatory assistance on request of State and local authorities with respect to certain serious violent crimes, and for other purposes,” I would have voted “aye.”

For rollcall vote 700, on motion to suspend the rule and agree to H.R. 2633, “To amend title 28, United States Code, to clarify the time limits for appeals in civil cases to which United States officers or employees are parties,” I would have voted “aye.”

For rollcall vote 701, on motion to suspend the rules and agree as amended to H.Res. 1316, “To protect the safety of judges by extending the authority of the Judicial Conference to redact sensitive information contained in their financial disclosure reports, and for other purpose,” I would have voted “aye.”

□ 1430

ENSURING TRAVELING PUBLIC'S SAFETY

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

Ms. JACKSON LEE of Texas. Members fly a lot, Mr. Speaker, and so I am delighted to know that we have moved on saving and coming together around the FAA extension.

Just a few weeks ago, I gathered at the airport that I represent, Houston Intercontinental Airport, to listen to the workers and those who secure our Nation's airports. From flight attendants to flight pilots or airline pilots, to machinists, to friends who were supporting them, the seafarers and communication workers, and an array of workers who work every day led by leadership from the AFL-CIO, those who work at the airport, city officials were all saying: I cannot believe that you would allow \$90 million to go awry and construction on airports around America to be unutilized.

It is time that we move forward with the FAA authorization. It is also time to appreciate collective bargaining, which is an important element of this, and to recognize and respect the various needs of the FAA.

I still believe there should be mandatory two air traffic controllers at every airport and mandatory time of rest. We need to ensure the traveling public's safety on the Nation's airlines. It is about time, and I congratulate this House for moving forward on the FAA authorization.

CONGRATULATING KEYSTONE LITTLE LEAGUE

(Mr. THOMPSON of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. THOMPSON of Pennsylvania. Mr. Speaker, on August 14, Keystone Little League from Clinton County, Pennsylvania, won the Little League Mid-Atlantic Region title. This win secured them a place in the Little League World Series Tournament.

A special group of young men made up the Keystone team. It wasn't just a talented Pennsylvania team making it to the World Series, or the fact that they were the first Clinton County team to make the World Series since 1949, but that for weeks these boys were perhaps the biggest story in the world of sports.

While some exceptional teams often hitch their success to one or two early developing kids, it was Keystone's teamwork, sportsmanship, and character that served to rally the entire State around them, creating record-breaking crowds as we watched their historic run for the world championship.

This team, more than any other, held their own against national competition, winning three of five games during the tournament.

In the end, Keystone left this season with something more than a regional title; they left with a legacy that will be remembered generations from now. I want to congratulate the whole team, the coaches, and the dedicated parents who helped make this season one for the record books.

Congratulations, Keystone.

2011 LITTLE LEAGUE BASEBALL EASTERN REGION TOURNAMENT SUMMARY

DAY/DATE	GAME #	FINAL SCORE			
Friday, August 5.	1	Dist. Columbia	2	Delaware	16
	2	Maine	2	New Hamp.	5
	3	Maryland	3	New York	7
	4	Connecticut	17	Vermont	0
	5	Delaware	7	Maryland	1
Saturday, August 6.	6	Massachusetts	3	Rhode Island	5
	7	New Jersey	4	Pennsylvania	8
Sunday, August 7.	8	Connecticut	10	Maine	1
	9	Maine	9	Vermont	1
	10	New Jersey	13	Dist. Columbia	5
Monday, August 8.	11	Connecticut	7	New Hamp.	9
	12	New York	3	Pennsylvania	5
	13	Maryland	17	Dist. Columbia	9
	14	Massachusetts	17	Vermont	1
	15	Delaware	12	New York	11
Tuesday, August 9.	16	New Hamp.	8	Rhode Island	0
	17	Maine	3	Massachusetts	5
	18	Connecticut	3	Rhode Island	0
	19	Maryland	3	Pennsylvania	10
Wednesday, August 10.	20	Delaware	2	New Jersey	1
	21	Rhode Island	12	Vermont	4
	22	Massachusetts	2	New Hamp.	5
Thursday, August 11.	23	Dist. Columbia	0	Pennsylvania	17
	24	New Jersey	6	New York	2
	25	Connecticut	7	Rhode Island	8
Friday, August 12.	26	New Hamp.	4	Massachusetts	9
	27	Delaware	1	New Jersey	2
Saturday, August 13.	28	Pennsylvania	3	New York	0
	29	Massachusetts	7	Rhode Island	13

2011 LITTLE LEAGUE BASEBALL EASTERN REGION TOURNAMENT SUMMARY—Continued

Rhode Island advances to the World Series in Williamsport, PA					
Sunday, August 14.	30	New Jersey	2	Pennsylvania	5
Pennsylvania advances to the World Series in Williamsport, PA					

2011 KEYSTONE ROSTER

Player	Position	B/T
Pitchers:		
22 Landon Breon	P	L/L
2 Alex Garbrick	P	R/R
7 Tyler McClosky	P	R/R
24 Trebor Nicodemus	P	R/R
5 Cole Reeder	P	R/R
1 Eathan Watkins	P	R/R
Catchers:		
3 Wyatt Koch	C	R/R
Infielders:		
6 Talon Falls	SS	R/R
10 Brandon Miller	1B	L/L
12 Mitch Smith	3B	R/R
Outfielders:		
8 Mike Kiebler	OF	R/R
12 Mitchell Smith	OF	R/R
Staff:		
Bill Garbrick	Manager.	
Justin Kline	Assistant Coach.	
Chip Miller	Assistant Coach.	

TOURNAMENT SUMMARY

GAME 1: LOSS

Loss: 1-0 loss to Kentucky's North Oldham Little League (Great Lakes Region Champions)

"Keystone Little League, the 2011 Mid-Atlantic Champion, drew an all-time record crowd at the Little League World Series. An estimated 41,000+ fans visited Howard J. Lamade Stadium Friday evening for the 8 p.m. game. The game was originally scheduled for Volunteer Stadium, but was moved in advance to Lamade Stadium based on attendance estimates."

GAME 2: WIN

Victory: 2-0 victory over Cumberland Little League, R.I. (Northeast Region Champions)

"Northeast Manager David Belisle: Perhaps his words of highest praise were left for the Mid-Atlantic squad—whom his team built a strong rapport with during the recent regional tournaments in Bristol, Conn.:"

"That's a classy team. I really want them to win it."

GAME 3: WIN

10-0 victory over Lafayette All-Stars, La. (Southwest Region Champions)

"Pitchers Landon Breon and Brandon Miller teamed up to throw the first no-hitter of the 2011 Little League Baseball World Series Monday night, as the hometown favorites representing the Mid-Atlantic region mercy ruled a potent Southwest team, 10-0, in four innings to continue their run to a title.

GAME 4: WIN

7-5 victory over Warner Robbins, Ga. (Southeast Region Champions)

Tuesday night, after finding themselves in a precarious position, giving up three runs in the top of the first, the Mid-Atlantic regional champs rode a deafening crowd of more than 32,000 to a comeback win, plating six runs in the bottom half of the frame to procure a lead they would never relinquish en route to a 7-5 victory over Warner Robbins, Ga.

Garbrick, on the other hand, felt that the boisterous crowd fueled his team's confidence—especially his de facto closer, Tyler McClosky. With the Southeast Region champs trying to mount a late rally, he shut the door yet again, hurling only fastballs in 1.1 innings of one-hit ball. "I'm not nervous anymore," said the 5-foot-2, 92-pound McClosky. "I've done this about a million times now."

Garbrick said his team is finally starting to realize what they've accomplished. On Thursday night, his fearless faction of hometown heroes will have a chance to take it one step further as they play in the United States Semifinal.

GAME 5: LOSS

2-0 loss to Ocean View Little League from Huntington Beach, Calif. (West Region Champions)

It was a dream run from a dream team of locals with a lot of talent and even more heart, but it wasn't to be in 2011, as the Mid-Atlantic champs from nearby Keystone Little League raised their caps to a resounding cheer after falling to the West All-Stars, 2-0, in Thursday night's elimination contest at Howard J. Lamade Stadium.

SEX TRAFFICKING IN AMERICA

The SPEAKER pro tempore. Under the Speaker's announced policy of January 5, 2011, the gentleman from Texas (Mr. POE) is recognized for 60 minutes as the designee of the majority leader.

Mr. POE of Texas. Mr. Speaker, in the United States, throughout this entire land, there are 3,500 shelters—3,500 shelters—and these shelters are animal shelters. According to the Humane Society, there are at least 3,500 animal shelters in our Nation rescuing those animals, primarily dogs and cats, and making sure that they have some safety.

I have dalmatians. In fact, one of my dalmatians was from a shelter, Dalmatian Rescue in Dallas, Texas, is where I got it. Three thousand five hundred. Bear that number in mind, Mr. Speaker, because in the same United States of America there are five shelters—five—for minor sex trafficked victims in this country. Fifty beds in the whole Nation is what I understand that there are to take care of minors, primarily young girls who are trafficked throughout the United States for sexual pleasure.

Maybe we have gotten our priorities out of sync. You know, sex trafficking is nothing more than modern day slavery, and it is an epidemic in some parts of the world, and it even is coming to the United States. It's that crime to me that no one wants to talk about.

I spent a lot of time at the courthouse in Houston, Texas, as a prosecutor in felony court, as a criminal court judge for 22 years, and I heard a lot of cases. But this case of someone kidnapping a minor child and transporting them across the United States for sex slavery is one of those cases that is difficult to understand why it occurs in this Nation. And many people, many people in the academic areas and others don't want to admit that takes place in this Nation, but human trafficking does take place, whether it's with minors or whether it's with adults, and primarily, Mr. Speaker, it's with women.

I have traveled to the Eastern European nations as a member of the Foreign Affairs Committee and have discussed with people in the Ukraine, Romania, Bulgaria, the problem those nations have when their young women

are sold to other nations in sex trafficking. Here's the way it works on the international scale. One way it works, and in many of these Eastern European countries, young women can't work, can't find jobs, and so they will learn either through the Internet or from an ad in the newspaper, if they go to a certain country they will be promised a job. So they leave their home in the Ukraine or Romania, and they go to some foreign country. They meet up with some person. It's a male, of course, and he promises that he will take care of them and they will get a job doing something. And, of course, what they end up doing is becoming a piece of property for that male so that that person can sell that young female into sex slavery.

Back home where they come from, their families many times never know what happened to their daughter or their sister. They have just disappeared off in some other country. That takes place in that form in many countries throughout Eastern Europe and other nations as well.

Unfortunately, those who keep statistics estimate that overseas the customers, the ones that use that sex trafficked victim, about 25 percent, I understand, are Americans; Americans that go overseas for the purpose of engaging in prostitution as a customer of some person that is trafficked internationally.

But let's bring it back closer to home and what's taking place in the United States. Being from Houston, Texas, the location of Houston, Texas, where it is on the map and its closeness to other nations south of the border makes it, unfortunately, a hub for internationally sex trafficked victims that come into the United States, either stay in Houston or are trafficked to some other part of the United States, and it has become a hub, one of the hubs in this country for that awful, dastardly crime.

It works this way. This is one of the ways it works. Young women, either adults or minors in some foreign country, are smuggled into the United States illegally by someone who promises that when he gets them into the United States, he's got a job waiting for them. In some cases, these young women have paid this person to smuggle them into the United States. And once they're in the United States, they become the property of that sex trafficker, and he forces them into exploitation. He uses threats against them. It's as simple as if you don't cooperate, I will have my friends in your country where your family is, I'll have them kill your family. So a 14-year-old girl, what decision does she make? She doesn't speak the language. She's in the United States, and this person says, either you cooperate and work for me, or I will make sure your parents are killed, and many times they choose the only alternative they think they have—to become a sex slave and be trafficked into the United States and

allow that person to use them as property in the sex trafficking business.

□ 1440

When they come into the United States, they're promised a better life, a good job; but that doesn't really happen to some of them.

There are many stories. I'm going to talk about just two young women. Gabriella—that's not her real name—was working to support her family in Colombia. She was told by a friend—a male friend who recently moved to the United States—that she could make a whole lot more money if she came to the United States. So she took him up on the offer to let him get her into the United States; but as soon as she arrived here, that same "friend" forced her into prostitution.

She couldn't afford to come into the United States. So, he said, Well, I got you here. Now you've got to pay your way. The way you pay me for getting you here and the cost of me getting you into the United States is you're going to have to become a prostitute, and you're going to work for me, the pimp. If you don't, I'll harm your family back home in Colombia.

So for 5 years that young girl was moved around in different brothels, houses of prostitution. She said after she was finally rescued that she had no contact with the public and she really didn't even really know what city she was in. After years of servitude, ICE raided the brothel where she was held and Gabriella was rescued. She was one of the fortunate ones because she was referred to services where she received counseling and helped to find housing and care for her own child and also find a job.

But, sadly, this type of trafficking occurs in the United States. People—women—come into the United States looking for freedom and prosperity, a job that they can send money back home to their families; but they end up being property of someone else who sells them for sexual favors.

There are all kinds of ways that this is done. They're trafficked through massage parlors that advertise themselves as legitimate businesses. In reality, they're illegal sex rings. Part of that issue, massage parlors, occurs in the city of Houston, where women, primarily adult women, are smuggled into the United States from Asian countries. They don't speak the language. They're used in massage parlors, which are nothing more than a front for illegal sex rings.

The problem that they have is this. This is a complicated problem. It's not an easy solution. They come into the United States. They're smuggled here. They don't speak the language. They come from a country where the police are corrupt, nobody trusts the government; and they find themselves in the United States, where law enforcement tries to help them, and they don't cooperate because they come from a culture where the police, law enforcement,

are corrupt. They do not understand that they can get help in the United States.

That situation occurs—these massage parlors—occur in some places, and one of those is in Houston, Texas, where Constable Ron Hickman has put his special teams together to try to stop this epidemic that's occurring in parts of our State. These trafficking individuals—the traffickers—they're smooth operators, and they will do anything to get around the law and intimidate the victim to cooperate.

While victims are brought from overseas into our country, children in our own backyards are forced into a life of sexual exploitation. Let me distinguish here. I started out by talking about minor sex trafficking victims and how there are so few shelters for them, but let's distinguish the types of victims we're talking about.

We have the international victims who come into the United States, smuggled into the U.S. and they are transported around the United States for sexual favors. Then we have people that are already in the United States. Citizens or people that are here legally who are moved from city to city in the United States. So those are domestic trafficked victims.

Here's the big distinction, Mr. Speaker: generally speaking, if a person is brought into the U.S. as a trafficked sex victim and she gets involved in prostitution and she's rescued by Federal authorities, she's treated as a victim of crime and there are some places to place that rescued victim; but the rules don't seem to be the same and aren't the same in some cases for domestic trafficked victims. For example, if a victim is taken from Houston, Texas, kidnapped and taken to another State in the United States and is forced into prostitution by some pimp and law enforcement gets involved and they find her, in many cases she's treated as a criminal. She's arrested for prostitution. She's not treated as a victim.

Now, in all deference to our law enforcement folks, who do as good a job as they can, there is no place to put that trafficked victim as a victim of crime. So she's put in the criminal justice system, in many cases the juvenile system because there's no place to put her. There are no shelters. There are no safe houses. There are no beds for those types of victims. Of course, it's a problem of resources.

But it's something that we need to understand how difficult that is on a minor child who is a victim of crime to be shoved into the general population as a juvenile or in the criminal justice system to get her out of that system and treat her like a victim. Of course, she has a whole life ahead of her. It starts out she's in the criminal justice system. Once that happens, the next time she's seen or picked up by law enforcement, even with good intentions, she's put back in the criminal justice system or the juvenile system.

So we have a standard here where we need to understand that we need to treat the victim of that traffic—the young woman, the minor child in some cases—they need to be treated as victims of crime and not criminals. We'll get to the criminals and who they are in just a minute.

Traffickers use and contact very vulnerable young women. Many times they abuse and they manipulate these young women. The children—these girls, primarily—come from families, but sometimes they are homeless. They're runaways or in some cases throwaways, as some call them; and they're very susceptible for trafficking. They really have no place to go in our society and our culture. They have no place to go. And so when they're roaming the streets and somebody comes up to them and treats them nice, promises he'll take care of them, give them a place to stay and give them money, they're susceptible to that. Once they get into that environment, they become a slave. They are a slave in 2011. Our culture needs to understand that.

The pimps, in many cases, will do anything. They will beat them, they will abuse them, they will drug them, and they will manipulate them through old-fashioned brainwashing.

Take the story of Maria. Maria was an 11-year-old girl. Eleven, Mr. Speaker. That's her actual age. She was raised by her grandmother in Los Angeles. Her mother died when she was very young and her father was not involved in her life. This young girl, as most girls, in my opinion, needed a strong male figure to help her. She was looking for someone since she didn't have a father figure around. She didn't know that this male figure would end up being someone who would treat her as a sex slave.

One day, this individual approached her. He treated her nice. He was 28 at the time. He took her shopping, bought her new clothes, treated her nice, took her to his house; and as soon as he went into that house with her, she didn't realize that she would never return to her home.

He treated her well at first, but soon he had other girls who lived in the house take her to a house of prostitution, for lack of a better phrase, and show her how to be a prostitute. Because, you see, she was 11 years of age. She later learned that she was making about \$1,500 a night that she turned over to this 28-year-old pimp. Later, she said she was beaten and brainwashed and stuck in "the life" and trafficked throughout the United States.

Her pimp got all the money, making her believe that this is the way it should be and that he deserved the money while she was being raped by multiple men each and every night. He told her he owned her—and she believed it because she was 11. She was still maturing into society and what was right and what was wrong was all being taught differently to her.

□ 1450

Maria was arrested on multiple occasions and didn't even know her grandmother and her sister were looking for her until the first time she was arrested at the age of 14. Fortunately for Maria, there was a place for her to go to receive specialized services, and she was able to get counseling and eventually able to get out of this life of being a slave. She finally believed that she had some self-worth, where she believed before she had no worth as a person.

Part of the problem, Mr. Speaker, is we don't have enough places for young women like Maria—50 beds, only five shelters, I understand.

So the United States, as a Nation, as a culture, as a people, the greatest place on Earth, we need to understand that we have to deal with this issue. It's only going to get worse. And ignoring the problem will not solve the problem.

Of course, all different branches of law enforcement must work together—local, State, and Federal—on this issue, and especially on the issue of the fact that international trafficking victims in the United States seem to have some places to go when they're rescued and domestic trafficking victims don't, and especially those who are minor trafficking victims.

The Victims of Trafficking and Violation Protection Act of 2000 was the first large-scale Federal law to address human trafficking in this country. The law addresses both the global and domestic trafficking problem and also establishes an annual Trafficking in Persons Report that analyzes the issue of global and country-to-country trafficking and places countries on a list—on a tier is what it's called—of the worst offenders, and I think we should know who the worst offenders are.

The worst offending nations in the whole world that are kept up with—all countries are kept up with—on human sexual trafficking and slavery, here they are: Algeria, Burma, the Central African Republic, Cuba, New Guinea, Iran—I'll repeat that one, Iran—North Korea, Kuwait, Lebanon, Libya, Madagascar, Saudi Arabia, the Sudan, Turkmenistan, Venezuela, Yemen, and Zimbabwe. Those are the worst countries for this issue of international sex trafficking.

This legislation was reauthorized in 2008 as the William Wilberforce Trafficking Victims Reauthorization Act. We have improved the law over the years, and it's time that we make trafficking—international trafficking and domestic trafficking—as an issue, a human rights issue, a children's issue. Whatever you want to call it, it's wrong, and we have to deal with it in this country. And we cannot put an end to it until we are aware of the fact that it does occur.

Just like the old days when many people used to say when I was a judge, oh, gangs aren't a problem, there are no gangs in the United States. Yeah,

well, we found out that was wrong. It's the same issue when it comes to human sex slavery. It is occurring, and it will only get worse unless we do something about it.

Our laws must identify the people in the system. And I think it's important that we take the child, the trafficked person, and treat them as a victim of crime. We have to have that mindset that in many cases they are a victim of crime. We, as a culture, need to recognize that and treat them that way and rescue them from that environment. That's the primary duty that we have: Rescue that child, get them out of that environment, and help them.

Let me tell you, these are hard people to work with. These young women are hard. They are difficult. The agencies that work with them find them very difficult to work with, but that doesn't mean we should give up on them.

So we take the victim and we work with them and treat them like a victim. Then we take the customer, the person that pays for the service, pays the slave to perform some sexual activity, we take that person and we prosecute those individuals. And when they're convicted, I think their photographs ought to be on the Internet. Line them up. Let the country know who these people are that live in this Nation that buy sexual favors from children. Show who they are. But prosecute those people.

Too often in the area of prostitution—there are even some States that want to abolish it as a crime. Too often we center on the prostitute. And in some cases, the prostitute, unlike the cases I'm talking about, is committing a crime. They're doing it because they want to. They're not forced to do it. That's a different situation. But we center on the prostitute. Very seldom do we prosecute the male, the person who uses the service. Our society better start prosecuting the person who needs to be prosecuted.

Then we deal with the trafficker, the slave owner. And there is no punishment that is strong enough for the slave owner in this country. Go after them. Make them know they're not going to do business in the United States and traffic international victims or domestic victims in this country. We will not stand for it. But let's come down hard on those guys and go after the other ones, too, who use that service and treat the victim as a victim.

The people who use that service, they need to know we're going to find out who they are and we're going to publicize their names because that's the demand that's created in this country. We cannot continue to let those that pay to abuse children continue to roam our streets, and we need to treat victims as such.

I am the cochairman of the Victims' Rights Caucus, along with my friend JIM COSTA from California, and one of the things we're trying to do is raise

awareness for victims of crime, especially those of domestic trafficking victims that are arrested and treated as criminals when, in the case, they should be treated as victims of crime. We must make sure that the international and domestic victims are both treated as victims and both receive essential services, and there must be services provided for them. We must also make sure that the victim in this case is rescued, that, as a society, that is the first thing we try to do is rescue them.

As I mentioned earlier, it's my understanding there are only about 50 beds for minor sex trafficking victims in the United States and five shelters. We need to solve that problem and help those organizations that work with victims of crime have resources to house and treat and take care of those very special people.

There are many organizations that are trying to help in the area of rescue, stopping trafficking of victims. I'd like to mention those before I finish, Mr. Speaker.

Of course, I mentioned Constable Ron Hickman of Precinct 4 in Houston that's working on the prostitution involved in massage parlors and trying to prosecute the people who are involved in that, but also to rescue those victims that are very difficult to work with because they come from a culture where they don't work with law enforcement.

Another organization is the Arrow Ministries in Texas, the YMCA International Services. Children at Risk in Houston does a great job. They do exactly what their name says. They try to take care of kids, children that are at risk.

Houston Rescue and Restore, Arrow Ministries, Redeem Ministries. On the national level, there are other organizations: Shared Hope International, The Rebecca Project for Human Rights, Polaris Project, Catholic Charities, Humanity United, World Vision, International Justice Mission, Vital Voices, the Coalition to End Slavery and Trafficking, Amnesty International, End Child Prostitution and Trafficking, Free the Slaves, Not for Sale Campaign, and Break the Chain Campaign, and there is that great organization, RAINN, as well.

Mr. Speaker, we, as a culture, as a society, as a country, as a people, I think that we are judged, we are judged as a people. The United States claims to be the world leader in human rights, and I think we are the world leader in human rights, and we should continue to be. Because we've been blessed with so much, we should try to protect the dignity of humans throughout the world, but especially humans here.

But we are judged not by the way we treat the rich, the famous, the popular, the powerful. We're judged by the way we treat the elderly, the weak, the poor, the children, victims of crime. That's how we're judged, not by the way we treat these other people.

So I hope that we understand the necessity, the importance of taking care of our greatest resource, and our greatest resource is children in this country. No matter who they are or what's happened to them in their life, we need to take care of them, especially those young that, in the year 2011, become the slaves of someone else for money.

□ 1500

Let's take care of this issue, Mr. Speaker, and stop this crime against humanity in this country and be the world leader.

And that's just the way it is.

I yield back the balance of my time.

THE SPENDING PROBLEM

The SPEAKER pro tempore. Pursuant to the order of the House of January 5, 2011, the gentleman from Indiana, (Mr. BURTON) will control the remainder of the time, 33 minutes.

Mr. BURTON of Indiana. Thank you, Mr. Speaker.

Mr. Speaker, a lot of times people ask me why do you have a Special Order when the Chamber is not in session and it doesn't appear anybody's paying any attention. We all have monitors back in our offices, and many of our Members who are not in attendance get a chance to hear what other Members have to say during Special Orders. It also allows us, if people across the country happen to be paying attention to what's going on in Washington, it gives them a chance to see and hear some of the issues that we're talking about.

One of the things that really concerns me that I hope everybody's concerned about is the terrible spending problem we have here in Washington, and that spending problem, and what that spending problem causes. When you spend more money and you print more money and it gets into circulation, that's called inflating the money supply. When you inflate the money supply, ultimately that means that everything that money buys goes up in cost.

The trucks that transport our goods and services across the country have to pay for more diesel fuel, more for licenses, more for anything else; and all those costs are passed on to the people whose products they carry, and those people who make those products have to make a profit, so they have to raise the price of those products to the people who buy those products, whether it's a supermarket or a clothing store or whatever it is. Then when the consumer goes to buy those products that are transported, they have to pay more for them; and that's what we call inflation.

Now, we have, in the last couple of years, during the Obama administration, and the last part of the Bush administration, passed a bailout bill and a stimulus bill that have cost, collectively, close to \$2 trillion. That does not cover the other programs that have

been increased, thus costing more money to the government and the taxpayer.

Then just recently, because we had these terrible crises on Wall Street and the banking crisis that we've had, we had the bailout, which cost well over \$1 trillion when you talk about the interest that's added to it; and because the economy continues to founder and we have unemployment that's above 9 percent, the Fed decided to have what they call QE1, quantitative easing, which increased the money supply again by several hundred billion dollars. And then we had quantitative easing, or QE2, which has raised the amount of money in circulation and exacerbated the problem that we're all facing today.

So I'd like to talk just a little bit about how this affects the average person. Mr. Bernanke, who's the head of the Federal Reserve Board, said that we don't have to worry about inflation. He said that, long term, the inflation rate is not going to get above 1.7 to 2 percent.

But let's just look at what the average person has to pay when they go to the store or the gas station to buy products. Milk—and everybody drinks milk, especially if you have kids—has gone up 38 percent since last year. That means if you buy milk, for every dollar you're spending it costs \$1.38, as opposed to last year. That's inflation.

The price of sugar—and sugar's used in cookies and cakes and all the things that we use on a daily basis, chewing gum, everything—has gone up 20 percent since last year. That's inflation.

The price of corn, which is used in feed for our animals, it's used in gasoline now, it's used on a daily basis by people across this country, corn has gone up 62 percent in the last year. So for each dollar that you spent for corn a year ago, now it costs \$1.62.

And as of August, the cost of beef, hamburger, steaks, whatever you buy, went up 13 percent over last year, and that amounts to about 52 cents a pound. So when you go buy a pound of hamburger, it's going to cost about 52 cents more than it did a year ago. That's killing the American people.

They tell us we do not have inflation, and anybody that goes to buy groceries or any commodity that's transported across this country is paying a heck of a lot more than they did last year. So when the administration and the Fed and the Treasury Department say we don't have an inflationary problem, talk to your wife, husband, talk to your wife. Wife, talk to your husband when he goes to buy gasoline.

And everybody knows that the amount of money they're making is not keeping up with inflation. That's why we have to get control of spending here in Washington. We have to get control of the entitlements. We have to get control of every government agency, and we have to get rid of a lot of government agencies that are not doing anything to really help our economy or our country.

Take, for instance, the Department of Education. Everybody says, well, we need to have a Department of Education. Why? Education is supposed to be conducted at the State and local level, controlled by the State and local governments. But we have an Education Department, and what has the Education Department contributed to our society? The quality of education has gone down, down, down, to where we're one of the least educated, as far as the quality of education is concerned, least educated countries in the western world, in the industrial world. So the Department of Education really isn't contributing anything except gobbling up an awful lot of our taxpayers' dollars. There's a whole host of agencies like that that we need to get rid of because we don't have the money to pay for them.

And yet the President came up the other night and he spoke in this Chamber, and he said we're going to have to spend another \$447 billion for a jobs bill. It's the same old story being written again and again by the administration. That's what we tried to do with the bailout and the stimulus bill and these other things.

Remember the shovel-ready projects? The President said, well, we didn't have as many shovel-ready projects as we wanted to. As a result, we didn't see anything except more and more unemployment.

Throwing money at the problem does not solve the problem. All it does is cost the taxpayers more money, either in taxes or in a hidden tax that they pay when they go to buy food, clothes, groceries, or gasoline to get to and from work; and that's the problem that we have right now.

The President has a socialistic European approach to government. He believes that government ought to control health care. He believes that government ought to control the energy sector. And if we pass what was called cap-and-trade, which would deal with energy and the emission of CO₂ into the atmosphere, it would raise the cost of electricity and everything else that we use dramatically. In fact, he said himself during his campaign, or even before that, that cap-and-trade would essentially cause the prices to skyrocket for energy, just another thing that the American people have to pay for.

We don't have the money in our pockets. People's salaries aren't going up. We've got a huge number of people unemployed. We're paying unemployment to them on a weekly basis so that they can survive. They don't have the money.

But the government keeps spending and spending and spending, and we can no longer afford it because it's going to hit us with higher taxes. That's what he talked about right here last week: more taxes that we don't have, more spending that we can't afford, which leads to more inflation that people are feeling right now.

□ 1510

And if people don't believe me who may be paying attention to this, and I'm talking to my colleagues back in their offices, talk to your wife or your husband when they buy gasoline or go to the store. The average inflation rate right now I would guess is somewhere around 13 percent, and that is something we cannot afford. It's going to kill this economy and kill this country as the country that we've known all of our lives, and what we're passing on to our children is a lower standard of living than we've had, and we cannot afford that any longer.

What we need to do is streamline government, go back into our entitlements—Medicare, Medicaid, and Social Security—and figure out better ways, not eliminate them, but better ways to solve that problem. This House has sent a plan over to the Senate that would do that in an efficient and economic way and not bankrupt the country and solve that problem.

We need to go through every agency of government, and if they're not doing their job or if they're not necessary, get rid of them, cut them out, reduce the size of government, cut government spending.

Then, in addition to that, we ought to do like Ronald Reagan did when he came into office and we had double-digit inflation; double-digit unemployment, and double-digit interest rates. It was actually as bad or worse than it is right now. And he came in and he said instead of raising taxes, as they said he had to do, because they said that would bring revenue into the Treasury, he said, no, we're going to cut taxes.

And the reason he did that was because if you raise taxes, you take money out of business, you take money out of people's pockets, and that's the money they can't spend. If they don't spend, they can't buy. If they can't buy, we don't produce. And if you don't produce, more and more people who do the producing are laid off and are going to the unemployment lines.

Conversely, if you cut taxes, you give business and industry more money to invest. You give individuals more money to spend. They can buy more and invest more, and we produce more because people can buy it, and that creates jobs. And when we create jobs, we create more taxpayers. And we went from \$500 billion in tax revenue under Reagan to \$1.3 trillion—almost triple—because we cut taxes and stimulated economic growth.

This administration believes in more government control over our entire economy and our society, and that's the reason we're in the mess we're in today, because government cannot create something unless it takes something away. We can't give jobs that the government creates unless we take it from you, the taxpayer, and that means either raise taxes or spend money we don't have and print it, and that creates inflation, which is a hidden tax on everybody in this country.

The bottom line is this country is in a very difficult situation. I serve as chairman of the Subcommittee on Europe and Eurasia. I'm going to be going to Greece in a couple of weeks. Greece has a socialistic economy. They're going down the tubes right now, and they're trying to find some way to bail themselves out. They're raising taxes. They're raising taxes on everything, electricity, everything they can. They're cutting the benefits to the people that work there because the benefits have been too high and the government can't afford them. All of these things, the salaries are being cut.

And what's happening in Greece is it's going belly up. And the effect of it is on all of the other countries that have investments in Greece, the banking, the financial institutions, all of them are really in trouble, and they're talking about a potential domino effect because of the failure of Greece and because of the socialistic approach that they've taken.

Italy's in trouble, Portugal's in trouble, Spain's in trouble, even France is in trouble because they've invested a lot of money through the financial institutions into Greece. The whole European continent's in trouble because of the socialistic approach to government.

The thing that's kept America so strong all of our lives is free enterprise, the profit incentive for a businessman or a person to say, I want to make something of myself. And they open a gas station or a store and they work their tails off, and they have a chance to make their lives better. But when government starts taking over everything, it ruins it. That's what's happening in many countries in Europe, especially Greece.

So if any of my colleagues are paying attention on the Democrat side of the aisle or who are Independents or who are on the Republican side, I hope that you will realize the number one thing we have to do right now is get this government under control.

We need to cut regulations so business isn't strangled by the regulations that are costing them more and more money that they have to pass on to the consumer or they have to fire people because they can't afford them. We've got to cut taxes to stimulate economic growth, and that will bring more money into the Treasury, just like it did under President Reagan. And we've got to make sure that we eliminate unnecessary spending in these agencies of government like the Department of Education. Get rid of them because they're not doing anything except gobbling up our money.

If we do that, we're going to turn this country around, and we will remain the greatest country in the history of mankind. If we don't, if we continue down the road that this administration is taking us down, moving us towards socialism, toward government control over health care, energy, everything, then we'll see the quality of life that

we've enjoyed go right down the tubes. It's up to the American people, and it's up to us in Congress to take the bull by the horns and deal with this.

So I say to my colleagues, please, pay attention to what I've said tonight. You may not agree with everything, but if you'll study the things that I've studied and look at what's going on in Europe, you'll understand very clearly that what I've said has merit, and we need to do it.

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

JOB

The SPEAKER pro tempore. Under the Speaker's announced policy of January 5, 2011, the gentleman from New York (Mr. TONKO) is recognized for 60 minutes as the designee of the minority leader.

Mr. TONKO. Thank you, Mr. Speaker.

It's an important topic these days when we refer to jobs—jobs in America, jobs that we retain, jobs that we create.

The overwhelming issue right now in the minds and hearts of constituents across this country, I firmly believe, is about the dignity of work, jobs that need to be strengthened out there in number so as to provide for the opportunity for people to dream the American Dream, the American Dream of home ownership, of education for their children, of higher education pursuits, so as to unleash the skills and the talents and the passions of the next generations of workers.

Training, retraining programs to enable the human infrastructure required as an investment in the work zone of America is an important aspect of the investment that we need to make through policy reforms and policy strengthening and resource advocacy that we could do here in the Halls of Congress, on the floor of the House of Representatives to enable us to fill those coffers with the quality investments that need to be made from a human infrastructure perspective to a capital infrastructure, and certainly to a physical infrastructure as we go forward and allow this country to utilize its intellectual capacity, to use the brainpower of these United States to enable us to compete and compete effectively in a way that acknowledges that the jobs market, the jobs created, the jobs retained through advocacy here in Washington can speak to the ultimate highest priority that people have established for all of us who are serving, regardless of political persuasion or philosophical mindsets.

As we serve this Nation, we can best provide for an outcome of jobs that are created in our society. There is no stronger need. There should be no stronger commitment. The President showcased that when he was hosted here in the House of Representatives with a joint session of Congress. And the room was filled. The gallery was

packed as people witnessed the very passionate speech from the leader of the free world.

As President Obama laid forth his vision, his plan, his initiatives, his goals for the American people, the House of Representatives and Members of the United States Senate got to hear firsthand what that effort is all about. People listened with intent to move forward with that blueprint for our future, a blueprint that would strengthen our economy and have an impact across the world.

We have this opportunity now to work in a bipartisan way in a bicameral response to what the President has highlighted to be his plan for jobs here in America.

I was happy to note that amongst his arguments, amongst his priorities happens to be the creation of an innovation economy, a response perhaps to an innovation economy that finds us as an "idea-ist" society investing in those ideas, investing in ideas that get moved along perhaps to a prototype that moves along to a manufacturing sector.

□ 1520

I, before entering the Halls of Congress, before being elected to the House of Representatives, served as president and CEO of NYSEERDA, the New York State Energy Research and Development Authority. It is nationally recognized for its cutting-edge work being done in the science and tech aspects of high tech. By the way, in the district that I represent, the 21st Congressional District in New York State, much about the Capital Region and Mohawk Valley and Schoharie Valley of upstate New York have been dubbed recently by Brookings Institute to be the hottest territory, the strongest hub, the most active region in the country for green collar job growth. That's a feather in our cap; and if someone wants to see investment happening, it's there in the Capital Region of New York.

It took a partnership with academia and State government and Federal Government, yes; but it also was a partnership with the private sector, where great investments were made by the private sector in this high-tech agenda—in the science and tech agenda, nanoscience, semiconductor, advanced battery manufacturing. Now, that is somewhat clustering in its concept to draw more and more start-ups and entrepreneurial efforts and workers who are clustering in this way, with academia getting invested in the research aspects.

I mention that because the innovation economy is something that received high focus and an inordinate amount of attention in the speech made by the President. He understands and he has professed—and I agree with his assessment—that whoever wins this global race on innovation will emerge the exporter—the kingpin, if you will—of the global economy, the exporter of energy intellect and innovation and

ideas that will enable us to, in a way, mimic the success stories of the space race—a global race that found fewer partners but found the United States of America being victorious.

That all began, I believe, with a setback. Sometimes failure is a misunderstood gift. In this case, through the Sputnik moment, America, in its defeat, had to stand up and dust off its backside and commit with passion, as experienced with the words of John F. Kennedy, who said we're going to do this effort of investing in the space race not because it's easy but because it's hard; and that attitude, that tone, that passion, that commitment, that resolve produced a winning moment, a winning moment when we were the first to achieve the daunting task of landing a person first on the Moon.

As a Nation, we took great pride in that event that happened some 40-plus years ago. It was more than the magic moment of landing a person on the Moon and the infamous quote that talked about the giant leap for mankind. It was the unleashing of technology and untold aspects of our world, of our society, where technology reached communications and energy generation and education and health care, to name a few segments of activity out there.

That was a profound statement made by America and her brain power, America and her will—her will to invest in her people and in a mission that brought us together as a Nation, where everyone joined in the efforts to fine-tune the best way by which to pursue that mission. What happened really raised America. Her leadership potential, her leadership recognition in the global community became profoundly enhanced, and it was not just technology entering these different segments of our society but of bolstering all these aspects, the different sectors of our economy, and of course impacting not just for Americans but for people worldwide the quality of life that we enjoy, the opportunity to strengthen services, to be able to bring us together in almost a village capacity as a world simply because of technology.

Today, I would remind my colleagues in the House of Representatives and our partners down the Hall in the United States Senate that we have that same moment, that same challenge, that same need to resolve with passion again, to go forward—to go forward with a mission that allows us to invest in a clean-energy society, in a clean-energy economy into an innovation agenda. Think of it. We have so many opportunities here. We have committed so many times over to public and private aspects of research and development, of investment of research that leads to ideas or ideas that are built by that research to a greater capacity and then shared in a way that builds and develops the prototype that then creates the manufacturing aspect.

We've seen it with the chips manufacturing in my district. Perhaps the

largest such construction of a chips manufacturing facility in all of America is taking hold in the region, in the area that I call home. That is enabling us to think beyond usual terms. We're thinking of chips applied to agriculture, chips applied to health care, chips applied to the education world. That is a marvel in and of itself, and it's enabling the best minds to cluster in an area like that which I represent, which is the 21st Congressional District in upstate New York in the Capital Region.

That's the investment that I believe America not only requires but that Americans are demanding of their leaders, leaders that occupy these seats here in Washington in the Halls of Congress. That's what they're asking for—that sort of investment, that sort of magical quality that we have seen throughout her history.

It's replete with sagas of success that began oftentimes with hyphenated Americans in their first generation of connection to these soils investing in a way with this brightness of ideas coming from blue-collar workers, who enabled us to take a region like that which I represent and allow it to inspire a westward movement and an industrial revolution because, in the heartlands of the 21st Congressional District, we were the hosts to an Erie Canal/barge canal history.

What that pathway, that waterway pronounced with its own presence is the opportunity to build a Port of New York that then gave birth to a necklace of communities, dubbed "mill towns," that became these epicenters of invention and innovation. It was perhaps the first high-tech revolution taking hold in the 21st Congressional District of New York. It was there that all sorts of product lines were conceived and then further developed and then realized in the marketplace around the world, and these product lines inspired continued progress.

That's the sort of ilk that is American and uniquely American. That is the sort of investment that enabled us to produce these tremendously powerful chapters in our Nation's history, and it should be the inspiration.

These moments should be the inspiration for us to do the correct thing today: for us to understand that we do not cut our way to prosperity, that we do not cut our way to opportunity, but that certainly we can invest our way to opportunity and invest our way to a new economy, a stronger outcome, an investment in our working families, an opportunity for people to truly dream the American Dream. That's how we will survive. That's how we will meet the test in the present moment.

The President has challenged Congress—and rightfully so. This is not a time for political gamesmanship. This is not a time for simple negative response or rejection of a political kind.

□ 1530

This is about working as a team, executive branch with legislative branch,

Republicans with Democrats, Senators with House of Representatives membership. That's what we can accomplish here if we set our hearts and our minds and our souls to an agenda that is in keeping with the tradition, the deeply rooted and powerful tradition of job creation in our society.

Think of it. Throughout our years, whether it was President Lincoln in the development of rail or Governor DeWitt Clinton in New York with the development of an Erie Canal, or President Eisenhower in the development of an interstate system, or President Roosevelt and the Corps that went throughout this great country of ours State by State and built the infrastructure that really was a need for this country at a time when we were hurting from a grossly high unemployment statistic.

That's America at her best, at her brightest. It's her shining moment. The President is imploring all of us, as Members, as leadership in the Houses, to allow for America to have her next shining moment. Challenges in difficult times can produce the most deep, profound, uninhibited, unrestricted behavior, and we have that opportunity. We have that opportunity here to respond with this innovation economy. It takes investment.

As I indicated, when I served as president and CEO of NYSERDA, and before as energy chair for some 15 years in the New York State Assembly with the New York State legislature, it took an appropriate policy and then an investment that would enable us to respond in nontraditional terms, to be able to go forward with the kinds of intellectual response to deeply rooted concerns.

Think about it. We dismantled a monopoly situation for utility purposes, electric utility purposes, and chose through an administrative order with then-Governor Pataki to go forward with a competitive quality in our utility outreaches in New York State, a system designed for a monopoly setting that has to be adjusted to not only wheel electrons from region to region within our State, but from State to State, from State to New York State, and then from country to New York State.

So that took improvement that needed to be made in policy and in resource advocacy. I saw from my positioning in NYSERDA the benefits that came when we invested in research and development. Now, granted, all the stories, all the situations, all the scenarios within the research and development opportunities are not necessarily success stories. But without the dive into that opportunity, we will never feel the splash of success.

So many of those situations become a winning outcome. And when we have such an outcome, we are able to move forward and allow for us to even dream of the notion of enhancing our energy independence.

We cannot remain so gluttonously dependent upon fossil-based fuels to be

our solution for our energy crisis. We simply cannot. We cannot. We need to make certain that we commit to an innovation cycle that enables us to dream outside the ordinary, to think beyond the barrel, think outside the barrel in the case of energy reform.

And those formats, those transformations need to again encourage the investment in higher education, in education, because we need, as early as the pre-K setting, to encourage the development of our students, especially with the shortfall of engineers that we are producing in our society, and scientists.

Education in itself has the need for many reforms, but one of the areas of targeted concentration needs to be the increased numbers of individuals, especially in atypical formats with young women and students of color who need to be encouraged to pursue along the pathways of engineering and science. So we begin that investment but then we go forward with that cultivation of ideas that begins with the investment of the intellect of America, and what I witnessed were wonderful opportunities. We had witnessed all sorts of improvements to renewables, that was part of the NYSERDA agenda.

We saw all sorts of opportunities like kinetic hydropower where we would actually be able to do turbine-type settings in an ordinary wind turbine activity, but beneath the turbulence of water, to use the turbulence of water to crank out the energy supplies that we required. In a State like New York it holds vast potential. It holds tremendous potential.

The R&D commitment was there, the refinements came through the Department of Energy lab where they reviewed the product, saw where some of the weaknesses might be, engineered the assembly, the design of the turbine itself and the assembly of that turbine, designed it, redesigned it, and now we grow more and more committed to the opportunity for some of this use of turbulence of water to respond to our energy needs.

That's just one small sampling in one agency and one State of how we can grow the opportunities. Investing in battery manufacturing that enables us to respond to that linchpin that is our connector to investment into the future that enables us to, again, draw this energy independence agenda together in a way that not only grows our economy and protects our consumers and strengthens American job opportunities, but really creates a cutting-edge sort of job opportunity where, for the first time, these jobs appear on the radar so that we can begin to provide hope to individuals who may have that genius within them and will pursue that as a career path. But it begins with individual voices, individual voices in the House speaking to those issues of jobs and creation of jobs and investing in an innovation economy, investing in workers.

Certainly no one has been stronger in that attempt than my colleague, my

friend from Kentucky's Third District. Representative JOHN YARMUTH has been a champion on the floor. He has been a champion at home speaking to the need for jobs in America, Make It in America, which is a mantra which he and I and our colleagues in the Democratic Caucus have adopted.

Representative YARMUTH, it is great to have you join us for this hour. Welcome, and I know you have been such a strong voice for jobs not only for Kentucky but for Americans coast-to-coast.

Mr. YARMUTH. I thank my friend from New York.

It's a great pleasure to talk about the subject that's on every American's mind, and that is, how do we rebuild America, how do we put Americans back to work, and how do we recreate the kind of America that we all once admired and will admire again?

You've talked about a very incredibly important element of the job creation agenda, and that is research and development. It's clear that the jobs that we look forward to in the next generation, and the generation after that, are jobs that probably don't exist today. We're going to find them. We're going to discover them. And if we don't do it, they will be invented somewhere else, and that's why the initiatives that you have been talking about in the energy field are so critical.

But I would like to talk today about a job opportunity that exists right now. The President referenced this in his speech last Thursday night, and I thought he was incredibly powerful and articulate in doing that. Because what he did was connect the dots. And when he talks about infrastructure and jobs, that's something that most Americans can understand.

When we built the interstate highway system, that created an awful lot of jobs, and it also established an infrastructure that has enhanced our commercial activity throughout this country for more than a half a century. And now today we have a gap in that interstate highway system, and it happens to be in my community.

Just last Friday, the bridge called the Sherman Minton Bridge which spans the Ohio River between Louisville, Kentucky, and New Albany, Indiana, was shut down because of structural deficiencies. So when the President speaks of infrastructure deterioration throughout the country and the thousands and thousands of bridges that need to be repaired, he didn't know at that time, the next day, one would become more than an abstract theory; it would become a reality.

□ 1540

We saw this, unfortunately, in Minnesota. We hopefully have averted a similar disaster in my community. But in the meantime, this bridge which was built 50 years ago which was examined just 2 years ago and judged to be structurally fine, because of advances in analysis of certain steel products, they

did a different kind of analysis this year and found cracks in the support system and had to shut the bridge down.

What has this done? I-64, which begins in Virginia and runs through Lexington, Kentucky, and Louisville and on to St. Louis, it's a major, major east-west artery of this country, and for this country's both civilian and commercial traffic. About 90,000 vehicles every day go across this bridge. Most of them in the morning come into Louisville; most of them in the afternoon go out of Louisville into Indiana.

Right now, all of that traffic is being diverted onto I-65. We have a great, centrally located community in Louisville. Three interstates converge there—I-71, I-65 and I-64—and they all converge in a pretty similar spot except now all that traffic that can no longer go on I-64 across the Sherman-Minton has to go across the I-65 bridge. That bridge is already taxed to its extreme. It is operating at 25 percent more than it was envisioned to hold. Now 90,000 more vehicles are going to be coming across that bridge every day.

So we don't know yet what's going to transpire with that Sherman-Minton bridge, whether it can be repaired, whether it is going to have to be condemned and rebuilt; but we do know if we had been making the kinds of investments in keeping our infrastructure current and modern and in making those investments over time, we would have had many, many thousands more people at work, and we probably would have avoided this situation.

So now this is both a very serious commercial and personal inconvenience, and I don't want to go quite so far as saying it's a disaster, but it is a very serious problem in my community. But it also could be something where we put many Americans back to work as we either fix it or replace it.

Again, we are at a time now where we have example after example, thousands of these around the country. We are at a juncture where we can borrow money to do this at historically low levels, and we can put tens of thousands of Americans back to work.

So as a theory as espoused in the President's speech Thursday night has become the reality in my community, it can become a reality of rebuilding America for all of us.

Mr. TONKO. Representative YARMUTH, let me add to your reality with my reality, one scenario being a couple of decades old now. In 1987, a bridge collapsed along the New York State Thruway system because of flooding. It came across a creek that you could walk across some years during the month of August. It had the CFS, the flow, equal to Niagara Falls with the flooding, and it wiped out a bridge. And I believe just about all of the tragedies, all of the loss of life, which was some 10 or 11 people, were not from the area. So we are all at risk with these deficiencies to which you alluded. So it is

important for us to keep up the investments.

As we saw this year, some 500-year records broken with hurricanes from the ravages of the waters of Irene and floods from the Tropical Storm Lee, wiped out infrastructure galore. And so now there is a need, a demand to have these bits of infrastructure restored and rebuilt; otherwise the economy suffers.

I saw what rail meant to jobs in my district through the course of time. I saw what the canal meant not only for jobs in my district, but in the western movement, the industrial revolution. So infrastructure is important. I dwelled on innovation to economy, but you are so right to bring up the need for infrastructure and those improvements. I thank you, Representative YARMUTH, for your thoughts and hang with us because this is an order where we want to talk about job creation.

We are joined by yet another outspoken voice from Maryland's Third Congressional District. Representative JOHN SARBANES is an outspoken advocate for job creation in our society. He knows from the Maryland experience that we need jobs. By the New York experience, by which I measure it all, we need jobs. Representative SARBANES, thank you for being a leader in the House and advocating for not only Make It in America but job creation of all types.

I yield to the gentleman.

Mr. SARBANES. I want to thank the gentleman for assembling us here today to talk about this critical issue of jobs. If you talk to the average American, the issue that they put at the top of the list and, frankly, it is the issue they have had at the top of their list for months now is the issue of jobs and creating jobs to get the economy moving again.

You were just talking about the infrastructure issue. It would be one thing if our infrastructure was in terrific shape, if we were sort of 100 percent repaired right now and everything was new and shiny, and then we had this economic crisis and we were looking around for ways to create good jobs to get ourselves back on our feet and there wasn't these infrastructure projects out there to provide those jobs. But that's not the case.

As you point out, as Congressman YARMUTH just pointed out, you can look out your window and you can see evidence of the crumbling infrastructure across the country. So do we call that fortuitous? I don't know how you would view it, but at a time when we are trying to create jobs in this country, the fact that our infrastructure needs to be rebuilt is a tremendous opportunity for the country.

I commend the President because in his address the other night, he put rebuilding the infrastructure front and center, not again just because it is a job-creation effort, although that is the number one premium that I think people are focused on, but because it

has to be done. The amount of productivity this country is losing because of the waste and inefficiency of having this crumbling infrastructure is mind boggling. So at the same time you are rebuilding a country and creating jobs that way, you are also strengthening the country so that going forward we can be more efficient and we can be more productive.

But I want to extend this notion of rebuilding the country beyond just the physical infrastructure, because I think it also applies to the idea of strengthening our country in terms of human capital. We know we have to invest in human capital. I think some of us are embarrassed when we look at these comparisons with other countries around the world in terms of how our students do in terms of math or science, or other important subject areas where the United States really should be at the forefront, we should be on the cutting edge so we can be competitive, but we're not there.

So what do you do about that? Well, you rebuild the country in terms of investing in human infrastructure, in human capital and making the next generation as competitive and skilled as it can possibly be.

Yesterday, I was in Baltimore. We were celebrating Adult Education and Literacy Week. There are 90 million people, according to the research, there are 90 million Americans who would benefit from literacy, and in particular adult education opportunities. When you are in an economy where things are moving fast, where some opportunities disappear and other ones appear, you need to be able to go back to our community college system and other resources to get your skills ready to meet the new challenge. We ought to be investing in that.

I commend the President because when he came here the other night, not only did he talk about strengthening the physical infrastructure of the country, but he talked about the importance of investing in the human capital of this Nation, and I think every single American out there understands the imperative of rebuilding America. That can be our mantra. And when you rebuild America, you restore the American Dream.

The greatest frustration that people are feeling these days is they say, I worked hard, I played by the rules, but I'm not getting the opportunities to move ahead; and when you rebuild this country, you restore that American Dream. You get us back to where we need to be as a Nation, and that's what the American Jobs Act is intended to do. I think that's the agenda that the Democratic Party here in Congress is putting forward with the President. I am glad to support that. So I thank you for pulling us together today to focus on this very, very important issue of job creation.

Mr. TONKO. Representative SARBANES, I couldn't agree with you more. I have witnessed what happens when

we invest in training, retraining, and apprenticeship programs in pre-K through 12, in graduate school, in undergrad campuses and research centers. I witnessed the inspiration that a cleanroom science course provided for a young man 30, 35 years old, unemployed ready to leave our area. When he saw the cleanroom science at the local community college, which was an investment from the Federal Government, he did a U-turn in his stated plans.

□ 1550

This was something that was exciting. This was something that spoke to his heart and soul. This was something he wanted to engage in. And that's the opportunity that we can give people here.

The story line of America is basic. As you say, give me that American Dream. Let me unleash my skills, my talents. Let me raise a family, build a home, and dream that American Dream. We owe it to America.

And people have placed their faith in this jobs agenda. I can't tell you how many times that I know we've talked. We've heard it from our colleagues. People believe in that Make It In America opportunity. They believe in tethering that dream, that American Dream, so that households, middle class—let's rebuild that middle class. Let's take those values of the middle class and make it happen.

We're happy you joined us. Another partner of ours, a colleague who has led us oftentimes during Special Order on making it in America, on jobs, none other than California's 10th District Representative, JOHN GARAMENDI.

Representative GARAMENDI, we often talk about the east coast-west coast. The message is unique. It's commonplace across this country. Thank you again for your leadership on the floor on job creation.

Mr. GARAMENDI. Mr. TONKO and Mr. SARBANES, thank you for being here. I'm delighted to be able to join you today talking about infrastructure.

Earlier today, just a couple of hours ago, my office had representatives from the City of Davis, near Sacramento, and another community, Woodland, both of them in Yolo County. They're talking about an infrastructure project. The water systems in those communities have, for 150 years, depended on groundwater, but the groundwater is going bad. They need to develop a new water system—about \$300 million, \$400 million. They cannot continue with the present system. They need help. But they also, in doing that, are going to be able to employ a vast number of people and put in place the infrastructure those communities need. We're talking about the University of California, Davis campus, with about 27,000 students at that campus, bad water. They need to rebuild their water system.

Right now, across America we're looking at more than 2 million con-

struction workers, men and women that could build that water system for those communities. They're out of work. Two million are out of work.

The President came here last week and said Americans want to go back to work, they want a job, and he put forward to this body—to the Senate, the House—a proposal, the American Jobs Act. The American Jobs Act, putting Americans back to work.

You want to deal with the deficit? Take tax-takers, people that are unemployed, and make them taxpayers. We can do this and simultaneously solve the long-term deficit problem of this Nation by growing the American economy once again with, as you were saying so well, Mr. SARBANES, infrastructure projects.

You were talking about east coast-west coast, Mr. TONKO. Twenty-seven hundred miles of American roads almost unfit for travel. This is the kind of project that the President wants: \$50 million to rebuild the American transportation system so we can travel.

Mr. TONKO. That measurement, I'm assuming, was made before some of the ravages of floods in portions of our country or the tragedies in Texas with the many fires. As the President proposes this infrastructure improvement, there are those who are hurting right now who have been severely impacted by the ravages of the waters of Hurricane Irene that went so far northeast and inland that they broke centuries worth of recordkeeping.

Mr. GARAMENDI. Mr. TONKO, you and I were right here in the back of this House Chamber earlier today and you were sharing with me the stories. The reality in your district is these are your constituents who have been harmed. And we had our colleague, PETER WELCH from Vermont, who was also talking about the extraordinary damage done to the infrastructure in Vermont. As we rebuild those communities as part of this American Jobs Act, people go to work in those communities and are able to once again stand on their own.

Share with us some of the things that you've seen from your own district and the needs for infrastructure replacement in your communities.

Mr. TONKO. Well, it's amazing because there are situations—I'll first go to Representative WELCH's district in Vermont—where Route 4 has been wiped out. It's just about removed from the map.

What was just a couple of miles worth of activity for some people to travel to work now becomes this tremendous circuitous route that may even take you down into Massachusetts and back into eastern Vermont to get to the locations. It has made life nearly impossible. I have seen numbers of bridges wiped out in upstate New York, a tremendous amount of bridges, locks that have been compromised in the area that I represent.

I talked about hosting the Erie Canal barge canal activity. The locks that

came in the second phase of that canal development are now tremendously devastated by the powerful force of water, homes that have been knocked out, but the infrastructure and landslides of roads that are disappearing and different opportunities now that are really demanding of an investment like this in order for us to go forward.

As Representative SARBANES made mention, this is a part of the equation for success for jobs—not just jobs in the immediate zone to improve and repair and construct some of this infrastructure, but jobs in general. It is part of the equation of success. You have got to move that product line. You have got to deal with the freight issues.

So it is incumbent upon us to respond. If politics gets in the way here, it is grossly regrettable. It's unacceptable to hold back this Nation simply because you choose to do a knee-jerk political response to a plan outlined by a President who has shown a vision here that is laser sharp about what needs to be done.

Mr. GARAMENDI. You're absolutely correct. The President's American Jobs Act, which I'm embracing and I believe the Democratic Party has embraced, is one that is focused like a laser on the immediate challenge that America has—and that is: Employ Americans. Put Americans back to work.

Another thing that's in the bill—this is about schools. Forty-four percent of the principals across this Nation and all the schools across the Nation have reported that their school in one way or another is not satisfactory for students: the bathrooms are not working, the playgrounds are falling apart, the roofs are leaking.

We need to make American schools physically strong and pleasant for the students to be in. So this is a major piece of it. This also is improving the science laboratories. And the President has lined out about, I think, \$30 billion to rebuild the American schools. It's not just the schools that are going to benefit from that and the children that are in those classrooms and on the playgrounds, but it's the Americans that need jobs, and they'll get those jobs rehabbing and rebuilding the schools.

Mr. TONKO. Earlier, Representative SARBANES talked, Representative GARAMENDI, about human infrastructure. It begins with sound schools that are not crumbling over the students' heads but also an investment in education. Just recently, during our August district work period, I did a tour, a number of tours in my district with manufacturing. But one story pops into mind where a manufacturer in Schoharie County, a very rural county in my district, has utilized the efforts of its CAT Center—the Center for Advanced Technology—to come up with an idea that created automation so that he can remain competitive in the global sweepstakes. But he needs people who are specifically trained and

educated to run this automation aspect within his assembly process, and so it becomes very important that this human infrastructure is critical.

I'm reminded all the time about a centuries-old saga and decades-old stories of what we used to manufacture in America. After doing it someplace else, the daunting challenge to America, to a sophisticated society, is build the products not yet on the radar screen. And that takes intellect. That takes genius that's cultivated in our schools and in our colleges and our universities and research centers, and then we create that product line that is brand new. But that's a sophisticated society responding to a manufacturing challenge. And it begins with the human intellect; it begins with human infrastructure.

Representative SARBANES, you're so on target with that investment of capital infrastructure, physical infrastructure, and, indeed, human infrastructure, so thank you for bringing that into the discussion.

□ 1600

Mr. SARBANES. Will the gentleman yield?

Mr. TONKO. I yield to the gentleman from Maryland.

Mr. SARBANES. I just want to echo this idea of investing in manufacturing in this country.

The economists will tell you that a manufacturing job has a greater multiplier effect on the economy than any other kind of job that you can produce. So when you're investing in manufacturing, when you're creating manufacturing jobs, when you're making it possible for Americans to make things in America, you're having the maximum impact possible on the broader economy. So it makes sense to do this.

Congressman GARAMENDI referred to the repair and investment in our public schools across the country that the President wants to do. Thirty-five thousand public schools would benefit that have projects waiting to move forward. In other words, think about this; this is not a situation where you decide first that you're going to go out and build infrastructure, and then you've got to go first do the design and the plans and everything else.

I worked in Maryland for 8 years with the Baltimore City public school system, which at that time needed about \$1.5 billion worth of repairs just to get back to sort of what would be an acceptable standard in terms of the physical plan of the Baltimore city school system. They know what they have to do. Those plans are complete, all the design specs are done, all they need is the resources to make it happen. They can start on those projects tomorrow. Are there workers out there to do it? You bet. There are millions of unemployed construction workers out there and others who are ready to step up and fill that void. So this is something you can do right away. That's the beauty of it. That's the beauty of what has been presented to us.

Mr. GARAMENDI. They could start tomorrow if Congress acts today to pass the American Jobs Act. Because the resources—that is, the money—would be there tomorrow. The day the President signs this bill, those men and women could go to work rebuilding those schools.

There is one other thing that's in the President's bill that I am really excited about because we've been talking about this forever and a day around here, and that is, Make it in America. There is a buy-America provision in this legislation. So when they go out and buy the paint, redo the heating and air conditioning system, those are going to be American-made paint, American-made air conditioners and heaters. That's the kind of thing we can do. We can use the American taxpayer money to rebuild the American manufacturing industry, just as you said. We can do it. It's billions of dollars of American money in transportation, bridges, roads, buses, and trains used for American-made equipment, making it once again in America. This is exciting. This is really rebuilding the manufacturing base.

Mr. TONKO. To Representative SARBANES' point, every year that's wasted, that is allowed to pass by, youngsters in the third, fourth, fifth grade, whatever, will never have the experience they ought to. So we're letting down the workers of tomorrow by this delay, by this resistance, this recalcitrance of a political order that is unacceptable.

I will just make the point that Wynn Kintz, who is the owner of the facility that I toured in Schoharie County, said that he reaches the community colleges routinely because he needs that upgraded skill set. There are manufacturing jobs across this country for which they need skilled labor, and if we walk away from that investment in human infrastructure, we've denied progress for this country.

We've been joined by an outspoken advocate for jobs—I mean a very loud voice because we've heard the volume cranked up—as the chair of our Democratic Caucus and the Representative of Connecticut's First Congressional District, and that is none other than Representative JOHN LARSON.

Representative LARSON, thank you for joining us in this Special Order.

Mr. LARSON of Connecticut. I am honored to join the gentleman from New York, the gentleman from California, and the gentleman from Maryland.

Martin Luther King once described the need to act as the "fierce urgency of now." Nothing is more important to the American people, nothing is more important to anyone listening to this broadcast than seeing this country go back to work.

Representative GARAMENDI talked very eloquently about Make It in America. People want to see jobs created in this country and want to see Americans back to work because we all know that when we put America back

to work by making things here in America, that it provides the opportunity for every American to succeed.

The President has called upon Congress to act. He did so in a speech last week. We need to respond now. He did so in bipartisan fashion, citing bills that have come from both sides of the aisle. Congress as an institution should be about the vitality of ideas that you heard expressed here this evening but then turned into a plan of action that sees us lowering our unemployment rate.

It is simply unacceptable that Congress would dawdle while 14 million Americans are unemployed and a sum total of 25 million Americans are underemployed. The time schedule that Congress has here should be expanded so that we're working every day to see that Americans are put back to work. Fourteen million Americans are crying out for the President's proposal to be enacted, to see this body take action. They are tired of the endless bickering between both sides and want to see action taking place in this body. My colleagues have outlined very specific proposals that will achieve those goals.

We've just witnessed one of our colleagues who spoke so eloquently—and I'm referring to Mr. TONKO from New York State—about what has happened to his community, his district, the very character of which was changed because of a calamity, more than a 500-year level storm that ravaged the States of Connecticut, New York, and Vermont and left people not only destitute in terms of their very homes and their livelihood, but again, seeking what is fundamental to this country, a certain sense of fairness and shared sacrifice and commitment to helping out fellow Americans. What better way than rebuilding our country and starting with those communities that have been ravaged. The youth that could be employed immediately in our urban and rural areas. The rebuilding, as Mr. GARAMENDI has said, of roads and bridges and sewage systems. And fire departments and public schools with broadband to light up the desktops of our children and the blackboards and white boards, if you will, of our teachers so that we can once again assume our rightful position as the preeminent economic leader in this global economy.

We had Professor Dr. Joseph Stiglitz speak before the caucus today. And he said it very clearly—that job creation equals deficit reduction. We are not talking across the aisle here; we need to come together as Americans.

We witnessed this past weekend what can happen when America decides to be unified in common cause, as we did and as we responded after the events of September the 11th. We need to respond to the crisis at hand, which is 14 million Americans that are unemployed, the devastation that it has wreaked on our economy, what it's meant to our housing, what it's meant to our education system, what it's

meant to our manufacturing base that Mr. GARAMENDI has talked about time and again on this floor. That's what we have to do—reinvest in Americans. And in doing so, as Dr. Stiglitz, the preeminent economist in this country, has indicated, we can both reduce our deficit by more than 25 percent and put America to work. What we need is action from this Congress, from this House of Representatives.

□ 1610

Bring the President's bill to the floor. If you won't bring the President's bill to the floor, then engage the select committee that has a very specific timeframe with deadlines and dates and no cloture votes in the Senate, no poison pill amendments in the House, an up-or-down vote on jobs. That's what the American people are demanding. That's what you gentleman have so eloquently put forward here.

Mr. TONKO. Chairman LARSON, we have precious few minutes left. I'll make a few comments and then yield to my gentlemen colleagues as we close this Special Order hour.

To me, you've identified it well. This country has had, throughout its history, its shining moments. This is our opportunity to invest in America's next shining moment. It will take commitment by the legislators here on the Hill in Washington, and encouraging and inspiring and building a tone that brings us together to think as one as a Nation, generation to generation to generation, region of the country to region of the country, political persuasion to opposite political persuasion, philosophy of difference to the philosophy of another kind, moving together, coming together, understanding this is our defining moment. It's our moment to create our next shining example of America at her best.

Representative SARBANES, thank you for joining us.

Mr. SARBANES. Thank you again, Congressman TONKO, for pulling us together this afternoon. I just want to make a couple of points.

Echoing what Congressman LARSON said, if you look at just what happened over the last couple of weeks in terms of the disaster that hit the Eastern Seaboard, and you can look over the last few months across this country and see those sorts of disastrous effects happening to people, nobody would question that the Federal Government has an important role to play in coming to the assistance of people that are in that dire situation.

Whatever your larger philosophy is about whether government should be large or small and so forth, everyone agrees the government should be on the side of people that are facing such a desperate situation and should act quickly. So if we accept that proposition, we also ought to think about the 14 million people, JOHN, that you referred to, who basically are facing an economic hurricane every single day.

And it is the role, the appropriate role, the necessary role of the Federal

Government taking those taxpayer dollars and saying, we're going to turn and help our fellow citizens in need, and we're going to do it quickly, and we're going to do it in a way that not only helps them, but is also good for the broader economy and will put people back to work.

Let me just finish with this last thought. I hope people watch this discussion, and I hope people keep track of who's going to be supportive of the American Jobs Act and who's not because there are going to be people in this Chamber who vote against it and drag their feet. And the reason I want people to pay attention is because people are getting cynical out there. And I hope that it will cure some of their cynicism to see that there are folks, yes, here in Washington who are absolutely determined to try to come to the assistance of people that are looking for good job opportunities out there.

So pay attention because there are people here who want to do the right thing, and hopefully that'll stop you from becoming so cynical.

Mr. TONKO. Thank you very much. To Chairman LARSON and then Representative GARAMENDI to close.

I yield to Chairman LARSON.

Mr. LARSON of Connecticut. Thank you again, PAUL, for organizing this Special Order. And I think JOHN SARBANES said it well. The gentleman from Maryland spoke eloquently about the need for us to act and the need for us to act now.

It has been a storm. It has been a hurricane for the 14 million people that are unemployed, and for their families; and all Americans are asking is the simple dignity that comes from being able to look across the table at your spouse and your family and let them know that they are safe and secure because you have a job and you are providing for them.

Mr. TONKO. I yield to Representative GARAMENDI to close.

Mr. GARAMENDI. Mr. TONKO, thank you for bringing us together. Yesterday, the President delivered to this Chamber a comprehensive American Jobs Act, employment for perhaps 2, maybe more than 2, million Americans immediately available as soon as this Congress acts. And it is fully paid for. It will not add to the deficit. It is fully paid for through a series of tax increases on the superwealthy, and the oil companies finally having to give up our tax money that they've enjoyed for more than a century as a subsidy.

We can do this. We must do this. We must put America back to work. And in doing so, we will be able to deal with the deficit because Americans have come, once again, taxpayers, and we have created the critical investments in individuals, in education, in infrastructure and in small businesses, all of whom will benefit from the American Jobs Act.

It's our responsibility, it is our opportunity, it is America's opportunity to go back to work.

Mr. TONKO, thank you for bringing us together.

Mr. TONKO. It's been my pleasure and honor to work with you gentlemen.

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

HOW IT ALL FITS TOGETHER

The SPEAKER pro tempore (Mr. Gowdy). Under the Speaker's announced policy of January 5, 2011, the gentleman from Texas (Mr. GOHMERT) is recognized for 30 minutes.

Mr. GOHMERT. Mr. Speaker, this is a tough time in our American history. I was a history major at Texas A&M. I knew I owed the Army 4 years for the scholarship I had. I had been really inspired by American history in high school by Sam Parker, my teacher, my Scoutmaster. So I know a little bit about our history. I know a lot about world history as well. And it's important to take things in perspective, especially speeches here in Washington and take them from the perspective of how it all fits together.

Now, we have been in this Chamber, and I was sitting right back there on the aisle, and we had the President of the United States standing right there. I was on a direct line of sight to eye-to-eye with the President, except his eyes cut right into the teleprompter each time he looked my way so I don't think we ever made eye contact. But he kept telling us over and over, 16, 17 times, I didn't count them, I've been told, but he said we've got to pass this bill right now, right now. This bill, right now.

Well, unfortunately, last Thursday, when the President was saying we've got to pass this bill right now, there was no bill. There was no plan. He talked about his plan. He talked about his bill. They didn't have it quite ready yesterday until later. And we kept harassing the White House, saying we want to get a copy of the bill. We need a copy of the bill. You've said pass the bill now. Do we not get to even have a copy of the bill before we have to pass it, or would it be okay if we could, you know, see it before we pass it? You know, it might be a good idea to file it at some point if we're going to pass a bill. That's just my thinking.

And so the White House was kind enough, late yesterday, to e-mail a copy of the bill. We got it up on our Web site at gohmert.house.gov. For others who are intrigued by the promises that have been made and what it actually does, let's see. It's called Saving Obama's Job. No, I'm sorry. American Jobs Act is the name of it.

It's interesting to hear somebody talk about their bill and then get it and dig through. I think I finished about 5 this morning going through all 155 pages of the bill. And it's most interesting. Some of these things I'm going to have to talk to people who have more expertise in particular areas. Some things it's pretty obvious what they say.

Page 6, he gets right into payroll tax relief. And again, as the person who

came up with the idea for a tax holiday as a way to stimulate the economy back nearly 3 years ago, and as a person who, in January of 2009, told the President personally about my idea for a tax holiday. Moody's rated a tax holiday as increasing the GDP. It looks like more than other stimulus proposals. That was back in 2009, before this President squandered \$4.5 trillion above and beyond the amount around \$2.2 trillion or so a year that was coming in. It's shocking that we could go through that much money.

□ 1620

Of course we had 2 years, the first 2 years with the same party in power in the House and Senate as is in the White House. And as I found in my first term in 2005 and 2006, sometimes when you have the same party in the White House and in the House and Senate, if the people in Congress are not adequately restrained and cannot adequately restrain themselves, there ends up being a big spending frenzy.

In 2006, again, my second year in Congress, we spent over \$160 billion more than we took in. Democrats across the aisle rightfully tore after Republicans. How could you spend \$160 billion more than what we had coming into the Treasury? And they were right to do so. We should not have spent \$160 billion more than we had coming in.

Ironically, President Bush in 2008 had a bill passed by the Democratic-controlled House and Senate, a stimulus bill that opened the door a bit to these stimulus frenzies. And \$40 billion of that \$160 billion, as I recall, was going to be going to people who didn't pay any income taxes, as a rebate, which caused me to ask the President down here on the floor after the State of the Union, How do you give a rebate to people that didn't put any 'bate' in?

Then after that we had TARP. President George W. Bush is a good man. He is smarter than most of the people in this town wanted to give him credit for. One of the wittiest people you'll ever want to be around. But he made the mistake of listening to, until now, the worst Treasury Secretary in the history of the country, Hank Paulson. And Paulson said, Look, give me \$750 billion; I can fix things.

Well, that was a mistake. Anybody that read that bill would understand that was not a bill that should have ever passed; and if more people on the House floor had read the bill, I am confident, I know they couldn't have brought themselves to vote for it; but they didn't read it, many didn't.

Well, that's why I spent most of last night going through the President's jobs bill. He does have some payroll tax relief. But compared to the payroll tax relief I was proposing, we were told it would be close to—if you just gave people all of their tax money in their check, it didn't need to come back from Washington. It would be in the check. If we passed it and the President had signed it on a Thursday, it would

have been in their Friday check. All of the money, all of the taxes they paid.

That would have stimulated the economy, and we wouldn't have needed the government to say, Hey, let's bail out GM and let's bail out Chrysler, because if people had had their own money, they could have gone down and bought a car from the car manufacturer and dealer that they wanted to buy from instead of just throwing money at the car industry.

I appreciated the GM commercial saying, We paid our money back. Unfortunately, that was not true. It was a misrepresentation. Still money owed. Anyway, I guess he would do well in Washington with that kind of mentality.

The payroll tax relief provided here is just a fraction of what I was suggesting in late 2008, 2009. The President, in fact, when I told him the idea in January of 2009, said, That's a great idea. Have you talked to Larry? Talking about Larry Summers, who was right behind him at the time. I said, I'd love to talk to Larry Summers about it.

Summers reached around and gave me a card. The card said, Give me a call. He never took my calls. I waited a week, and then he didn't call me. I felt hurt, you know, like high school days when you're trying to ask somebody on a date, and they say, Let me get back to you. Well, I was snubbed. He didn't get back to me. Okay. Well, not the first time.

So I relentlessly called, and I was given eventually to some young man who sounded like his voice was still changing, telling me to leave a message, and I didn't leave messages. And "Larry," as the President referred to him, never got back to me. And I understand he's not over there now.

But they called a tax holiday back in those days that got just a few bucks in people's pocket. Nothing like the stimulus would have been if people had been able to keep their own money, all of it, for a couple of months.

Now, this wasn't my motive. My motive was to stimulate. But there was a secondary occurrence that would have happened had we had a real tax holiday, even for 2 or 3 months. It would have been that workers across America, including union workers, would notice, many of them for the first time it would really come home, how much money they're sending to Washington every month and how much better their lives would be if they didn't send that much money to Washington every month, if they had their own money to give to their own charitable causes, they had their own money to bail themselves out, their own money to stimulate their own household. Everybody would have been better off.

But that's not the tack the President chose. He got what was originally touted to be an \$800 billion stimulus, and he also had about \$450 billion of the original TARP that he and Secretary Geithner were able to find ways to squander.

We were told if we did not pass the President's stimulus package back in early 2009, he said the unemployment rate, Mr. Speaker, might go as high as 8½ percent. That 8½ percent sounds pretty good. People remember him saying, Well, gee, if you'll pass this, unemployment will be around 8 percent at the worst. Wrong. But if you don't pass it, it could go as high as 8½ percent. I'd take that 8½ percent right now and have everybody that got that money give it back because it was, for the most part, wasted.

Now, people back then were told by the President, It's a stimulus bill. It's all about infrastructure. We're going to have this money go to infrastructure. Well, there was only a tiny pittance of what may have been more like a trillion dollars that went to infrastructure. That goes through page 16 with that part.

We get into first responder stabilization, and there is \$5 billion for one program, \$4 billion for another program, \$1 billion for the Attorney General first responder stabilization fund. Oh, I guess \$4 billion's for the Attorney General to carry out the competitive grant program.

It keeps being lost on people here that America's better off if you don't force people at the point of imprisonment, and IRS persecution, to give all of this money to Washington and then we'll dole it out as we see fit. The economy does better when you let people keep their own money and only bring just as much as necessary. Don't try to run everybody's lives.

But at page 17, we're going to give all of this money to the Attorney General's Office and let them dole it out as they see fit. And we've seen that if you're a friend of the administration, you're going to do well. If you're not, they're going to sic on you all of the power of the bureaucratic, whether it's EPA, all of these administration's tools and you'll pay a price. We're finding that out in Texas.

Now, you go to the next page, page 18. You've got elementary and secondary schools. They're supposed to get money. But, of course, it's going to come through Washington because we know best. And we're going to dole some money to the States. We're going to dole some to State and local applications as indicated on page 19.

But you can't miss this. It's throughout the bill. Page 20, here we go again.

□ 1630

We saw it with the Solyndra fiasco in California and this administration giving away \$500 million that can't be accounted for now—just squandered. Well, we're going to do that some more. Maybe if we keep throwing money at a bad idea it will somehow, someday, in some way get a little better. So page 20 has got us prioritizing green practices kind of like a bankrupt Spain has done.

Now, there is money in here, page 21. This is nice—money even for private

schools, but only if they have a child poverty rate of at least 40 percent. Then we've got community college modernization and more green jobs within the colleges, Page 23, and you go on and on. I mean, I went through this. It does go on and on.

Then we're told we're going to invest. This time we really, really mean it. We said we really meant it back in January of '09 that we're going to have infrastructure, and that's going to bring us up. We said it. We didn't spend it on infrastructure. We squandered it on ACORN and all these different groups, but this time we really, really, really mean it. Let's see. That looks like it's \$2 billion for that program, and on and on.

It's interesting. We've got all this money we're going to put toward highways and whatnot. Now, anyone, Mr. Speaker, who believed this was all going to go straight to infrastructure missed the point, because then we get over to page 40, and you get to the real jobs. This is where the jobs are really created. It starts on page 40. It's called the American Infrastructure Financing Authority. If you love Fannie and Freddie, you're going to love the American Infrastructure Financing Authority.

On page 41, you'll find out there are seven voting members appointed by the President. Well, he's good at creating jobs—look at all the government jobs he has added—so that's who I want having appointed. I mean, he has appointed all these people from universities who have never created jobs in their lives, so they're perplexed as to why their programs aren't working. He does have the head of GE who's helping him with that jobs program. China is grateful. China is very grateful to the head of GE because he has created lots of jobs—they're just in China and not here. Maybe he'll get to be on this board as well. But it's another government program.

Let's see. I want to make sure I get this right. The board of directors' first appointees will be deemed the incorporators of AIFA—that's the American Infrastructure Financing Authority—but that will make for some good reading. I wouldn't read it right before going to bed because you might not be able to go to sleep.

Then we get over to page 56. This talks about the funding of the American Infrastructure Financing Authority and the administrative fees, which is section 257. Then we get into that it has hereby appropriated AIFA to carry out this act for the cost of direct loans and loan guarantees except for the limitations under section 253 and for administrative costs of \$10 billion that remain available until expended. Then you've got some other moneys there, but that's good news because you can spend that for administrative costs. Fortunately, in Washington, we don't run up much in the way of administrative costs.

Now, one thing that some people have talked about to raise a little bit

of revenue is to sell some of our broadband spectrum. Then we also know that there are those in Washington who are not happy that the FCC has not been able to have a Fairness Doctrine so they can dictate what goes on the air. Well, not to worry because people, it seems, are going more and more to broadband than to radio waves and television waves. We're getting more and more broadband stuff. So we have the answer to the lack of a Fairness Doctrine that the FCC has wanted under this administration, but we've been able to avoid it so far.

There is nothing about a Fairness Doctrine in here, but fortunately, you get to page 75, and you find out we're going to establish—I love this name—a Public Safety Broadband Corporation. On the next page, 76, you find out it has established a private, nonprofit corporation, and you're going to have some members who know how to run a government operation and create government jobs. Of course it killed jobs in the private sector, but it's creating government jobs. That's down here. You've got the Secretary of Commerce, the Secretary of Homeland Security, the Attorney General—we're talking real job creators here—and others who will be on that board. So people can feel better about that. If you don't think we have enough government control of things, well, this bill, you're going to love it: more government control, more government corporations.

The thing that many missed—and it jumped out at me as I sat back there and the President spoke—is when he said we want to work side by side with business. For people who have ears and can hear, that means this President wants to be your business partner. That scares some folks, and that's why I think you saw the market go down the next day. People who understand how real jobs in the real world are created know that the government being partners with people trying to generate jobs is a job killer. We don't need a government to be partners, side by side, working with business. The government, as designed by the Founders and as we're supposed to be carrying out, is supposed to be a referee to make sure people play fair. If the government had made sure people were playing fair instead of dictating every detail of their existence, then they would have noticed that Bernie Madoff was cheating people, but the government—our bureaucracy—was too concerned with dictating how people live, and they forgot about their job as referee.

I highlighted so much stuff as I went through the night, but I won't bore you with all of this, Mr. Speaker. Let's see: Public Safety Roaming and Priority Access. The FCC is going to get the report on the efficient use of public safety spectrum. Oh, extended benefit provisions. There's good stuff there.

I've been a fan of retraining people when there are jobs in one sector and people have lost jobs in another, and there are no jobs with the training

they have. That's a good idea. It's better money than just throwing out unemployment reimbursement if you can train people to have real jobs. This bill spends billions of dollars. We've got the Reemployment NOW Program. That's a new Federal bureaucracy, a new Federal program. We've got the State Plan at page 98. We've got the Bridge to Work Program at page 99. We're going to retrain people for jobs. We don't have jobs that they can fill, but we're going to spend a lot of time training them for jobs that don't exist.

Wouldn't we be better off encouraging the real job creators, the small business folks, to create jobs and then train them for that? But no. We're going to suck more capital out of the financial community and into the government so we can retrain people for jobs that don't exist.

Then we have, on page 106, the Short-Time Compensation Program. The Short-Time Compensation Program means a program in which the participation of the employers is voluntary and the employer reduces the number of hours worked by employees in lieu of layoffs. Such employees whose workweeks have been reduced by at least 10 percent are then eligible for unemployment compensation. If you lose 10 percent of your work time, guess what? We're now opening up a new avenue for unemployment compensation. Ten percent reduced is all it takes.

Employers—I've talked to so many—say, I don't want to fire anybody. I'm asking my employees to hang on. We're all reducing what we're taking in, and we're going to try to get through this without firing anybody, but everybody has had to take a cut.

□ 1640

Well, this will make them eligible for unemployment compensation, which raises their unemployment insurance rates they have to pay, which means they are going to have to lay off somebody in order to pay the additional unemployment insurance rates.

Of course, then you have got temporary financing of short-term compensation agreements at page 109. Oh, we've got grants. We've got subsidized employment for unemployed low-income adults. You know, instead of sucking all this capital out of the private sector, it seems like we would want to help create more jobs.

Well, if you're not satisfied with all the jobs that are created by the new government programs, new government agencies, wonderful that we have got something better than Fannie and Freddie for infrastructure financing, that's great, but I understand that lawsuit filing is down significantly around the country. Our Constitution tells you, and we know in our hearts that it's wrong to discriminate against people based on race, creed, color, national origin, gender, those things make sense. We shouldn't discriminate, and those are protected classes.

We've also added, no matter what your sexual preference, your sexual ori-

entation, no matter what you're oriented toward sexually, because the Democratic majority would not allow us to define sexual orientation to exclude illegal activity. We know sexual orientation is a protected class now. We are adding in this bill a new protected class called unemployed. The title, on page 129, "Prohibition of Discrimination in Employment on the Basis of an Individual's Status As Unemployed."

It says right here in the findings that we "find that denial of employment opportunities to individuals because of their status as unemployed is discriminatory and burdens commerce." It goes on and explains this in the preceding pages.

So the good news is, if you're unemployed and you go to apply for a job, and you're not hired for that job, see a lawyer. You may be able to file a claim because you got discriminated against because you were unemployed.

Now, some would point out, legitimately, that will discourage people from doing interviews of people unemployed, because if they do, they've got a claim or may have a claim to make against the employer for discrimination based on the fact that they were unemployed.

I think that this will help trial lawyers who are not having enough work, because it can open the door. We heard from our friends across the aisle in the preceding hour, 14 million people out of work, that's 14 million potential new clients that could go hire a lawyer and file a claim because they didn't get hired even though they were unemployed.

We've heard the President demonizing billionaires and millionaires. You know, why are the Republicans so strong on trying to bail out their rich friends?

Well, what we've learned here in this town in recent years is that if the very wealthy don't mind being called names, they will be enriched and even engorged. For example, we know that Wall Street executives have been called fat cats by this administration and demonized.

Yet the little secret behind the scene's joke is, don't mind being called names; this administration has brought more profit to Wall Street than Goldman Sachs has ever seen in their history. Wall Street executives and their families gave to President Obama 4-to-1 over JOHN MCCAIN, so, of course, they've got a good little deal going on there. And also, demonize the oil and gas industry even though, you know, you love British Petroleum because they were going to endorse the cap-and-trade bill, and you demonize them, and then you stick provisions in this bill that have no effect on the big major oil companies.

They will only affect, these provisions at the back at pages 151, 152, 153, they will not affect the big majors like British Petroleum except that because they will destroy the ability of inde-

pendent producers that produce much or maybe most of the oil and gas in the continental U.S., it will drive them out of business. It will dry up investment.

This is repeal of the oil and gas working interest exception, the passive activity, so there are things in here that are going to dry up the independent oil company's ability to function.

And the pay-for—we were told over and over this is all paid for—is on page 155. Here it is, get ready: The Budget Control Act of 2011 is amended by striking \$1.5 trillion that the supercommittee is going to have to find in cuts and inserting \$1.95 trillion.

He's saying, It's all paid for. It's all paid for. And the way it's all paid for is the new supercommittee is now ordered under the President's bill to find another \$450 billion to pay for his bill. So it's all paid for, hallelujah, amen.

Now, there are so many more problems I haven't had a chance to get to, and there are probably some things that I probably missed even as I went through this, but there is such bad news for America in here.

Union workers, watch out: This may be the end of your jobs. But it's okay because the unions are growing by getting more government employees, not the hard-working folks in the regular unions. These are the government unions. It should say, instead of American jobs bill, saving the President's job bill, but this is a disaster for every other thinking person in America.

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

IN MEMORY OF JENNIFER ROSE CERNUTO

The SPEAKER pro tempore. Under the Speaker's announced policy of January 5, 2011, the gentleman from North Carolina (Mr. MCHENRY) is recognized for 30 minutes.

Mr. MCHENRY. Mr. Speaker, today I rise to pay tribute to an amazing young lady from my district that was taken from us far too soon and far too young. Jennifer Rose Cernuto was a resident of Mooresville, North Carolina, in Iredell County in my district, and had just graduated from high school in May.

She was looking forward to beginning college as part of the honors program at High Point University in the fall. Jennifer and her twin sister, Stephanie, served as interns in my district office in Hickory last year. My staff still talks about them and the great work that they did and their wonderful personalities and their real gift for service.

Both Jennifer and Stephanie's interest and passion for learning the inner workings of government and the district office and the political process were far beyond their years. But it was in dealing with constituents and helping people that both Jennifer and Stephanie truly blossomed.

In fact, the Cernutos had an ability to speak to constituents, many of

whom were upset about a problem that they were having or an encounter they had with a government agency or perhaps that their veterans benefits or a similar program weren't working for them. Calmly, they would document their issues and take good care with a thoroughness that most lifelong case-workers would envy. It was as if they had been on the job for years.

It was no surprise that Jennifer excelled in this type of work. Whether at school, at church, in everyday life, helping people was a hallmark of Jennifer Cernuto's life. In fact, she and Stephanie had just returned from Peru with a group of their fellow graduates from Southlake Christian Academy, where they helped build classrooms and held Bible study classes for indigent children.

Jennifer and Stephanie, you know, they come from a great family. I have known their parents, Jeff and Lisa, for several years, and I am honored to count them as friends. They are some of Mooresville's most outgoing and most charitable people. And with fine parents like these, it's no wonder Jennifer, Stephanie, and their older sister, Samantha, turned out to be the fine young women that they did. Incredible, special, young ladies.

But tragedy struck this family and the entire Mooresville community over the July 4 weekend when Jennifer and Stephanie were involved in an automobile accident. Sadly, Jennifer was taken on that day and Stephanie was injured. But, thankfully, thank the Lord, she survived.

□ 1650

Thousands later turned out for Jennifer's memorial service and funeral. People asked, why did so many people, thousands of people, come out to this extraordinary 18-year-old young lady's funeral? It was, I think, put in the best words by the head of school at Southlake Christian Academy, Wayne Parker. He said, "Jennifer was full of joy that easily drew others, as she allowed her love of the Lord to shine through her."

Jennifer Rose Cernuto was a fine young lady, an impressive individual, and I was honored to know her. My staff still has the highest praise that they got to work with her. I say to Jeff and Lisa: You did a wonderful job raising that fine young lady. And I say to not just Jeff and Lisa but to Samantha and especially Stephanie, that the lives that Jennifer affected you can never count, but she had a wonderful and amazing impact in her brief time on this Earth. Her service will not be forgotten.

With that, I want to pay great honor and to remember Jennifer Rose Cernuto for the wonderful person and the wonderful individual she was in her brief time on this Earth. I want to say thank you for the opportunity to have known her.

I yield back the balance of my time.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. BARLETTA (at the request of Mr. CANTOR) for today on account of severe flooding.

Mr. REYES (at the request of Ms. PELOSI) for September 12 on account of a family medical emergency.

ADJOURNMENT

Mr. MCHENRY. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 4 o'clock and 53 minutes p.m.), under its previous order, the House adjourned until tomorrow, Wednesday, September 14, 2011, 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:

3075. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting Transmittal No. DDTC 11-097, pursuant to the reporting requirements of Section 36(c) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3076. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting Transmittal No. DDTC 11-042, pursuant to the reporting requirements of Section 36(c) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3077. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting Transmittal No. DDTC 11-059, pursuant to the reporting requirements of Section 36(c) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3078. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting Transmittal No. DDTC 11-054, pursuant to the reporting requirements of Section 36(c) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3079. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting Transmittal No. DDTC 11-079, pursuant to the reporting requirements of Section 36(c) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3080. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting Transmittal No. DDTC 11-078, pursuant to the reporting requirements of Section 36(c) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3081. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting Transmittal No. DDTC 11-082, pursuant to the reporting requirements of Section 36(c) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3082. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting Transmittal No. DDTC 11-073, pursuant to the reporting requirements of Section 36(c) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3083. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting Transmittal No. DDTC 11-076, pursuant to the reporting requirements of Section 36(c) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3084. A letter from the Acting Assistant Secretary, Legislative Affairs, Department

of State, transmitting Transmittal No. DDTC 11-085, pursuant to the reporting requirements of Section 36(c) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3085. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting Transmittal No. DDTC 11-108, pursuant to the reporting requirements of Section 36(c) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3086. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting Transmittal No. DDTC 11-071, pursuant to the reporting requirements of Section 36(d) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3087. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting Transmittal No. DDTC 11-083, pursuant to the reporting requirements of Section 36(d) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3088. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting Transmittal No. DDTC 11-058, pursuant to the reporting requirements of Section 36(d) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3089. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting Transmittal No. DDTC 11-027, pursuant to the reporting requirements of Section 36(c) and 36(d) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3090. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting Transmittal No. DDTC 11-070, pursuant to the reporting requirements of Section 36(c) and 36(d) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3091. A letter from the Assistant Secretary, Legislative Affairs, Department of State, transmitting Transmittal No. DDTC 11-072, pursuant to the reporting requirements of Section 36(c) and 36(d) of the Arms Export Control Act; to the Committee on Foreign Affairs.

3092. A letter from the Program Manager, Department of Health and Human Services, transmitting the Department's "Major" final rule — Medicare Program; Revisions to the Medicare Advantage and Prescription Drug Benefit Programs [CMS-4131-F and CMS 4138-F] (RIN: 0938-AP24 and 0938-AP52) received September 1, 2011, pursuant to 5 U.S.C. 801(a)(1)(A); jointly to the Committees on Energy and Commerce and Ways and Means.

3093. A letter from the Program Manager, Department of Health and Human Services, transmitting the Department's "Major" final rule — Medicare Program; Changes to the Electronic Prescribing (eRx) Incentive Program [CMS-3248-F] (RIN: 0938-AR00) received September 1, 2011, pursuant to 5 U.S.C. 801(a)(1)(A); jointly to the Committees on Ways and Means and Energy and Commerce.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions of the following titles were introduced and severally referred, as follows:

By Mr. BROWN of Georgia:

H.R. 2900. A bill to amend chapter 44 of title 18, United States Code, to provide for reciprocity in regard to the manner in which nonresidents of a State may carry certain concealed firearms in that State; to the Committee on the Judiciary.

By Mr. BRALEY of Iowa:

H.R. 2901. A bill to amend the Internal Revenue Code of 1986 to extend increase the rehabilitation credit applicable to Heartland

disaster relief; to the Committee on Ways and Means.

By Ms. CHU:

H.R. 2902. A bill to establish a grant program to ensure that students in high-need schools have equal access to a quality education delivered by an effective, diverse workforce; to the Committee on Education and the Workforce.

By Mr. DENHAM (for himself, Ms. NORTON, and Mr. HANNA):

H.R. 2903. A bill to reauthorize the programs and activities of the Federal Emergency Management Agency; to the Committee on Transportation and Infrastructure.

By Mr. DENHAM (for himself, Ms. NORTON, and Mr. DIAZ-BALART):

H.R. 2904. A bill to amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to authorize the Administrator of the Federal Emergency Management Agency to modernize the integrated public alert and warning system of the United States, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. GIBSON (for himself, Mr. WELCH, Mr. TONKO, Mr. HINCHEY, Mr. MARINO, Mr. OWENS, Mr. MCINTYRE, Ms. DELAURO, Mr. COURTNEY, Ms. BUERKLE, Mr. LARSON of Connecticut, Mr. HANNA, and Ms. HAYWORTH):

H.R. 2905. A bill to temporarily waive the risk management purchase requirement for agricultural producers adversely impacted by Hurricane Irene or Tropical Storm Lee so that such producers are eligible to receive assistance under the Supplemental Revenue Assistance Program (SURE), Emergency Assistance for Livestock, Honey Bees, and Farm-Raised Fish Program (ELAP), and Tree Assistance Program (TAP); to the Committee on Agriculture, and in addition to the Committee on Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. GRIJALVA:

H.R. 2906. A bill to establish dual language education programs in low-income communities; to the Committee on Education and the Workforce.

By Mrs. LOWEY:

H.R. 2907. A bill to improve airport screening and security; to the Committee on Homeland Security.

By Mr. PAUL:

H.R. 2908. A bill to protect the First Amendment rights of individuals to share their experiences and perceptions of the effects of foods and dietary supplements; to the Committee on Energy and Commerce.

By Mr. SHERMAN (for himself, Mr. KAPTUR, Mr. DEFAZIO, Mr. JONES, and Mr. ROHRBACHER):

H.R. 2909. A bill to withdraw normal trade relations treatment from the products of the People's Republic of China, to provide for a balanced trade relationship between that country and the United States, and for other purposes; to the Committee on Ways and Means, and in addition to the Committee on Rules, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. GARRETT (for himself, Mr. BARTON of Texas, Mr. SHULER, Mr. COFFMAN of Colorado, Mr. BURTON of Indiana, Mr. MARCHANT, Mrs. MYRICK, Mr. LONG, and Ms. FOX):

H. Con. Res. 77. Concurrent resolution expressing the sense of Congress that Taiwan and its 23,000,000 people deserve membership in the United Nations; to the Committee on Foreign Affairs.

By Mr. BOREN (for himself, Mr. DINGELL, and Mr. CUELLAR):

H. Res. 397. A resolution reestablishing the House of Representatives Page Program; to the Committee on House Administration.

By Mr. LARSON of Connecticut:

H. Res. 398. A resolution electing a Member to a certain standing committee of the House of Representatives; considered and agreed to. considered and agreed to.

CONSTITUTIONAL AUTHORITY STATEMENT

Pursuant to clause 7 of rule XII of the Rules of the House of Representatives, the following statements are submitted regarding the specific powers granted to Congress in the Constitution to enact the accompanying bill or joint resolution.

By Mr. BROUN of Georgia:

H.R. 2900.

Congress has the power to enact this legislation pursuant to the following:

Second Amendment to the United States Constitution: A well regulated Militia, being necessary to the security of a free State, the right of the people to keep and bear Arms, shall not be infringed.

By Mr. BRALEY of Iowa:

H.R. 2901.

Congress has the power to enact this legislation pursuant to the following:

This bill is enacted pursuant to the power granted to Congress under Article I, Section 8, Clause 18 of the United States Constitution.

By Ms. CHU:

H.R. 2902.

Congress has the power to enact this legislation pursuant to the following:

Pursuant to Article 1, Section 8, Clause 3 and Article 1, Section 9, Clause 7 of the Constitution of the United States of America, the authority to enact this legislation rests with the Congress.

By Mr. DENHAM:

H.R. 2903.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8 of the United States Constitution, specifically Clause 1 (relating to providing for the common defense and general welfare of the United States) and Clause 18 (relating to the power to make all laws necessary and proper for carrying out the powers vested in Congress) and Article I, Section 10, Clause 3 (relating to interstate compacts).

By Mr. DENHAM:

H.R. 2904.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8 of the United States Constitution, specifically Clause 1 (relating to providing for the common defense and general welfare of the United States) and Clause 18 (relating to the power to make all laws necessary and proper for carrying out the powers vested in Congress).

By Mr. GIBSON:

H.R. 2905.

Congress has the power to enact this legislation pursuant to the following:

The constitutional authority of Congress to enact this legislation is provided by Article I, section 8 of the United States Constitution, specifically clause 1, clause 3, and clause 18.

By Mr. GRIJALVA:

H.R. 2906.

Congress has the power to enact this legislation pursuant to the following:

U.S. Const. art. I, §§1 and 8.

By Mrs. LOWEY:

H.R. 2907.

Congress has the power to enact this legislation pursuant to the following:

Article I

By Mr. PAUL:

H.R. 2908.

Congress has the power to enact this legislation pursuant to the following:

The Testimonial Free Speech Act is justified by the First Amendment to the United States Constitution, which, by protecting the people's right of free speech, clearly gives Congress the Power to stop the executive branch from censoring the dissemination of an individual's testimonial regarding the individual's experiences with foods and dietary supplements.

By Mr. SHERMAN:

H.R. 2909.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 1.

ADDITIONAL SPONSORS

Under clause 7 of rule XII, sponsors were added to public bills and resolutions as follows:

H.R. 10: Mr. CONAWAY, Mr. ALEXANDER, Mr. GRAVES of Missouri, Mr. CHABOT, Mr. WESTMORELAND, Mrs. ROBY, Mr. CASSIDY, Mr. PALAZZO, Mr. POE of Texas, Mr. LATHAM, Mr. HALL, and Mr. GUINTA.

H.R. 49: Mrs. BLACK, Mr. SAM JOHNSON of Texas, and Mr. SCOTT of South Carolina.

H.R. 50: Mr. MORAN.

H.R. 302: Mr. DUNCAN of Tennessee.

H.R. 363: Ms. MATSUI.

H.R. 399: Mr. RENACCI.

H.R. 415: Ms. MOORE.

H.R. 459: Mr. SCOTT of South Carolina.

H.R. 469: Mr. TONKO, Mrs. DAVIS of California, and Ms. ZOE LOFGREN of California.

H.R. 494: Mr. STARK.

H.R. 521: Mr. ELLISON.

H.R. 574: Mr. CONYERS and Ms. JACKSON LEE of Texas.

H.R. 687: Mr. LIPINSKI.

H.R. 711: Ms. WOOLSEY.

H.R. 721: Mr. GEORGE MILLER of California, Mr. JACKSON of Illinois, and Mr. TERRY.

H.R. 733: Mr. BASS of New Hampshire and Mr. MEEHAN.

H.R. 763: Mr. FLORES.

H.R. 886: Ms. SLAUGHTER.

H.R. 890: Mr. HULTGREN.

H.R. 891: Mr. DAVID SCOTT of Georgia and Mr. ROSS of Florida.

H.R. 892: Mr. LATOURETTE.

H.R. 904: Mr. SCHILLING.

H.R. 905: Mr. MEEHAN.

H.R. 906: Mr. HONDA.

H.R. 991: Mr. HANNA and Mr. DENHAM.

H.R. 1004: Ms. HERRERA BEUTLER.

H.R. 1044: Mr. MCKINLEY.

H.R. 1054: Mr. BOREN.

H.R. 1058: Mr. MEEHAN.

H.R. 1090: Mr. CONYERS.

H.R. 1113: Ms. RICHARDSON and Ms. SPEIER.

H.R. 1116: Mr. LANGEVIN and Mr. WALZ of Minnesota.

H.R. 1134: Mr. FLORES.

H.R. 1161: Mr. MCKINLEY and Mr. ALEXANDER.

H.R. 1167: Mr. HARRIS and Mr. BUCSHON.

H.R. 1179: Mr. NUNNELEE.

H.R. 1181: Mr. McCOTTER.

H.R. 1195: Mr. KISSELL.

H.R. 1262: Mr. MORAN.

H.R. 1281: Mr. RENACCI.

H.R. 1348: Mr. ALTMIRE.

H.R. 1370: Mr. MATHESON.

H.R. 1375: Mr. KEATING.

H.R. 1394: Mr. FILNER and Mr. POLIS.

H.R. 1459: Mr. ROYCE.

H.R. 1477: Mr. LEWIS of Georgia.

H.R. 1489: Mr. JOHNSON of Georgia.

- H.R. 1490: Ms. DEGETTE.
 H.R. 1523: Mr. WAXMAN.
 H.R. 1581: Mr. FLAKE and Mrs. MYRICK.
 H.R. 1609: Mr. GOSAR.
 H.R. 1631: Mr. BISHOP of New York.
 H.R. 1681: Ms. HIRONO.
 H.R. 1716: Mrs. NAPOLITANO.
 H.R. 1723: Ms. WATERS.
 H.R. 1744: Mr. MEEHAN.
 H.R. 1755: Mr. FRELINGHUYSEN, Ms. BERKLEY, and Mr. CAMP.
 H.R. 1792: Ms. MOORE.
 H.R. 1802: Ms. SUTTON, Mr. MEEHAN, Mr. KILDEE, Mr. HASTINGS of Florida, and Mr. SHUSTER.
 H.R. 1834: Mr. ROKITA and Mr. REHBERG.
 H.R. 1848: Mr. BUCHANAN.
 H.R. 1873: Mrs. CHRISTENSEN.
 H.R. 1898: Mr. NUNNELEE.
 H.R. 1910: Mr. PASCRELL.
 H.R. 1936: Mr. GIBBS.
 H.R. 1980: Mr. MANZULLO, Mr. WEST, and Mr. SMITH of New Jersey.
 H.R. 1984: Mr. BLUMENAUER.
 H.R. 1995: Mr. STARK.
 H.R. 2019: Mr. WATT.
 H.R. 2020: Mr. MICHAUD and Mr. WITTMAN.
 H.R. 2074: Mr. CARTER.
 H.R. 2077: Mr. SMITH of Nebraska.
 H.R. 2104: Ms. ZOE LOFGREN of California, Mr. MILLER of North Carolina, and Ms. MATSUI.
 H.R. 2164: Mr. MARCHANT.
 H.R. 2195: Ms. SCHAKOWSKY.
 H.R. 2210: Mr. CICILLINE.
 H.R. 2250: Mr. WOODALL and Mr. BUCSHON.
 H.R. 2369: Mr. HARRIS and Mr. GUINTA.
 H.R. 2377: Mr. LIPINSKI.
 H.R. 2407: Mr. HASTINGS of Florida.
 H.R. 2426: Mr. KLINE, Mr. DOLD, and Mr. HULTGREN.
 H.R. 2432: Mr. COSTELLO and Mr. LIPINSKI.
 H.R. 2447: Mr. WEST, Mr. PAYNE, Mr. HASTINGS of Florida, Mr. DAVID SCOTT of Georgia, Mr. WATT, Mr. CARSON of Indiana, Mr. JACKSON of Illinois, Ms. LEE, Mr. DAVIS of Illinois, Mr. CUMMINGS, Ms. SEWELL, Ms. MOORE, Ms. HOCHUL, Ms. SLAUGHTER, Ms. WATERS, Ms. EDWARDS, Mr. GUTIERREZ, Ms. MCCOLLUM, Mr. MORAN, Mr. STARK, Mr. WALZ of Minnesota, Ms. ZOE LOFGREN of California, Mr. MCNERNEY, Mr. BOSWELL, Mr. BLUMENAUER, Mr. BACA, Mr. GENE GREEN of Texas, Ms. PELOSI, Ms. KAPTUR, Ms. HIRONO, Mr. HONDA, Mr. HURT, Mr. YOUNG of Florida, Mr. RAHALL, Mr. CONNOLLY of Virginia, Mr. CLARKE of Michigan, Ms. WASSERMAN SCHULTZ, Ms. WOOLSEY, and Mr. COSTELLO.
 H.R. 2458: Mr. MANZULLO.
 H.R. 2463: Mr. YODER.
 H.R. 2497: Mr. HARRIS.
 H.R. 2500: Mr. GRIJALVA, Ms. CASTOR of Florida, and Mr. JOHNSON of Ohio.
 H.R. 2505: Mr. RANGEL and Ms. SCHAKOWSKY.
 H.R. 2528: Mr. MARCHANT.
 H.R. 2541: Mr. THOMPSON of Pennsylvania.
 H.R. 2543: Mr. HOLT.
 H.R. 2545: Mr. CICILLINE.
 H.R. 2659: Mr. STARK.
 H.R. 2668: Mrs. MYRICK and Mr. KELLY.
 H.R. 2674: Mr. DAVID SCOTT of Georgia.
 H.R. 2675: Mr. ROKITA.
 H.R. 2679: Mr. DAVID SCOTT of Georgia.
 H.R. 2689: Ms. LINDA T. SANCHEZ of California.
 H.R. 2757: Ms. VELÁZQUEZ and Ms. PINGREE of Maine.
 H.R. 2772: Mr. FRANK of Massachusetts.
 H.R. 2787: Mr. HEINRICH.
 H.R. 2825: Mr. DIAZ-BALART.
 H.R. 2842: Mr. SMITH of Nebraska.
 H.R. 2847: Mrs. MYRICK.
 H.R. 2856: Mr. COURTNEY.
 H.R. 2857: Mr. ELLISON, Mr. JACKSON of Illinois, Mr. JOHNSON of Georgia, Mr. LEWIS of Georgia, Mr. KUCINICH, and Ms. WOOLSEY.
 H.R. 2859: Ms. PINGREE of Maine.
 H.R. 2860: Mr. CONYERS.
 H.R. 2864: Mr. LARSON of Connecticut, Mr. NEAL, Mr. PIERLUISI, Mr. COURTNEY, Mr. NADLER, Mr. DICKS, Ms. FUDGE, Mr. HASTINGS of Florida, Mr. YARMUTH, Mr. COHEN, Mr. SCHIFF, Mr. MCDERMOTT, Ms. TSONGAS, Ms. MOORE, Mr. PASCRELL, Mr. WAXMAN, Mr. DAVID SCOTT of Georgia, Ms. BASS of California, Mr. KEATING, Mr. BISHOP of New York, Mr. POLIS, Mr. PRICE of North Carolina, Mr. SIRES, Mr. THOMPSON of California, Mr. ROTHMAN of New Jersey, Mr. WALZ of Minnesota, Mr. CONAWAY, Mr. PRICE of Georgia, Mr. WESTMORELAND, Mr. BERG, Mrs. MILLER of Michigan, Mr. CRENSHAW, Mr. LATTA, Mr. COLE, Mr. CULBERSON, Mr. DUFFY, Mr. HURT, Mr. QUAYLE, Mr. DOLD, Mr. NUGENT, Mr. ROONEY, Mr. BROOKS, Mr. LONG, Mr. SCHOCK, Mr. ROE of Tennessee, Mr. NUNNELEE, Mr. BONNER, Mrs. ROBY, Mrs. MCMORRIS RODGERS, Mr. BILIRAKIS, Mr. DUNCAN of South Carolina, Mr. SCOTT of South Carolina, Mr. HULTGREN, Mr. GARDNER, Mr. WALDEN, Mr. PAULSEN, Mrs. DAVIS of California, Mr. GUINTA, Mr. HANNA, Ms. HIRONO, Mr. LIPINSKI, Mr. BROUN of Georgia, Mr. POMPEO, Mr. GUTHRIE, Mr. BENISHEK, Mr. ROGERS of Kentucky, Mr. GIBSON, Mr. LUETKEMEYER, Mr. PALAZZO, Mr. WEST, Mr. RUNYAN, Ms. ZOE LOFGREN of California, Mr. KINZINGER of Illinois, Mr. QUIGLEY Mr. WILSON of South Carolina, Mr. HERGER, Mr. MILLER of Florida, Mrs. LUMMIS, Mr. COFFMAN of Colorado, Mr. FLEMING, Mr. MANZULLO, Mr. DENT, Mr. MICA, Mr. HUIZENGA of Michigan, Mr. GRIFFIN of Arkansas, Mr. SCALISE, Mr. ROSKAM, Mr. MCCARTHY of California, Mr. RYAN of Wisconsin, Mr. ROKITA, Mr. DIAZ-BALART, Mrs. CAPITO, Mr. MCCAUL, Mr. BRADY of Texas, Mr. SAM JOHNSON of Texas, Ms. GRANGER, Mrs. BLACK, Mr. WOMACK, Mr. SMITH of Nebraska, Mr. STUTZMAN, Ms. HAYWORTH, Mr. GOWDY, Ms. HERRERA BEUTLER, Mr. ADERHOLT, Mr. FARENTHOLD, Mrs. ELLMERS, Mr. GIBBS, Mr. RENACCI, Mrs. SCHMIDT, Mrs. BIGGERT, Mr. KINGSTON, and Mr. YOUNG of Indiana.
 H.R. 2867: Mr. JACKSON of Illinois.
 H.R. 2885: Mr. MCKEON and Mr. MARCHANT.
 H.R. 2887: Mr. LEVIN and Mr. LEWIS of Georgia.
 H. R. 2898: Mrs. BLACKBURN, Mr. RENACCI, and Mr. YODER.
 H.J. Res. 13: Mrs. MCMORRIS RODGERS.
 H.J. Res. 69: Mr. SABLAN, Mr. MICHAUD, and Ms. NORTON.
 H.J. Res. 70: Mr. SHIMKUS.
 H. Res. 25: Mr. BILIRAKIS.
 H. Res. 95: Mr. GRIFFIN of Arkansas.
 H. Res. 134: Mr. GEORGE MILLER of California, Mr. KINZINGER of Illinois, and Mr. MCNERNEY.
 H. Res. 137: Mr. SCOTT of Virginia.
 H. Res. 304: Ms. DEGETTE.
 H. Res. 364: Mr. FORBES, Mr. POMPEO, Mr. LUCAS, Ms. BUERKLE, Mr. BOSWELL, Ms. BROWN of Florida, Mr. CARSON of Indiana, Mr. COSTA, and Mr. CUMMINGS.