

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 a 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	Fitzpatrick	Moran
Altmire	Frank (MA)	Murphy (CT)
Andrews	Fudge	Nadler
Baldwin	Garamendi	Napolitano
Barrow	Gerlach	Neal
Bartlett	Gibson	Oliver
Bass (CA)	Gonzalez	Owens
Bass (NH)	Green, Al	Pallone
Becerra	Green, Gene	Pascrell
Berkley	Grijalva	Pastor (AZ)
Berman	Gutierrez	Payne
Bilbray	Hahn	Pelosi
Bishop (GA)	Hanabusa	Perlmutter
Bishop (NY)	Hastings (FL)	Peters
Blumenauer	Heinrich	Pingree (ME)
Boren	Higgins	Polis
Boswell	Hinchey	Price (NC)
Brady (PA)	Hinojosa	Quigley
Bralley (IA)	Hirono	Rahall
Brown (FL)	Hochul	Rangel
Butterfield	Holden	Reichert
Capps	Holt	Richardson
Cardoza	Honda	Richmond
Carnahan	Hoyer	Ross (AR)
Carney	Insee	Rothman (NJ)
Carson (IN)	Israel	Roybal-Allard
Castor (FL)	Jackson (IL)	Ruppersberger
Chandler	Jackson Lee	Rush
Chu	(TX)	Ryan (OH)
Cicilline	Johnson (GA)	Sánchez, Linda
Clarke (MI)	Johnson (IL)	T.
Clarke (NY)	Johnson, E. B.	Sanchez, Loretta
Clay	Jones	Sarbanes
Cleaver	Kaptur	Schakowsky
Clyburn	Keating	Schiff
Cohen	Kildee	Schrader
Cornolly (VA)	Kind	Schwartz
Conyers	Kissell	Scott (VA)
Cooper	Kucinich	Scott, David
Costa	Lance	Serrano
Costello	Langevin	Sewell
Courtney	Larsen (WA)	Sherman
Critz	Lee (CA)	Shuler
Crowley	Levin	Sires
Cuellar	Lipinski	Slaughter
Cummings	Loeb	Smith (WA)
Davis (CA)	Loeb	Stark
Davis (IL)	Loggren, Zoe	Sutton
DeFazio	Lowey	Thompson (CA)
DeGette	Lujan	Thompson (MS)
DeLauro	Maloney	Tierney
Dent	Markey	Tonko
Deutch	Matheson	Tsongas
Dicks	Matsui	Upton
Dingell	McCarthy (NY)	Van Hollen
Doggett	McCollum	Velázquez
Dold	McDermott	Walz (MN)
Donnelly (IN)	McGovern	Wasserman
Doyle	McIntyre	Schultz
Edwards	McKinley	Waters
Ellison	McNerney	Watt
Engel	Meehan	Waxman
Eshoo	Meeke	Welch
Farr	Michaud	Wilson (FL)
Fattah	Miller (NC)	Woolsey
Filner	Miller, George	Yarmuth
	Moore	

NOES—220

Adams	Brooks	Cole
Aderholt	Broun (GA)	Conaway
Akin	Buchanan	Cravaack
Alexander	Bucshon	Crawford
Amash	Buerkle	Crenshaw
Austria	Burgess	Culberson
Bachus	Burton (IN)	Davis (KY)
Barton (TX)	Calvert	Denham
Benishek	Camp	DesJarlais
Berg	Campbell	Diaz-Balart
Biggert	Canseco	Dreier
Bilirakis	Cantor	Duffy
Bishop (UT)	Capito	Duncan (SC)
Black	Carter	Duncan (TN)
Blackburn	Cassidy	Ellmers
Bonner	Chabot	Emerson
Bono Mack	Chaffetz	Farenthold
Boustany	Coble	Fincher
Brady (TX)	Coffman (CO)	Flake

Fleischmann	Latham	Rogers (AL)
Fleming	LaTourette	Rogers (KY)
Flores	Latta	Rogers (MI)
Forbes	Lewis (CA)	Rohrabacher
Fortenberry	LoBiondo	Rokita
Fox	Long	Rooney
Franks (AZ)	Lucas	Ros-Lehtinen
Frelinghuysen	Luetkemeyer	Roskam
Gallely	Lummis	Ross (FL)
Gardner	Lungren, Daniel	Royce
Garrett	E.	Runyan
Gibbs	Mack	Ryan (WI)
Gingrey (GA)	Manzullo	Scalise
Gohmert	Marchant	Schilling
Goodlatte	McCarthy (CA)	Schmidt
Gosar	McCaul	Schock
Gowdy	McClintock	Schweikert
Granger	McCotter	Scott (SC)
Graves (GA)	McHenry	Scott, Austin
Graves (MO)	McKeon	Sensenbrenner
Griffin (AR)	McMorris	Sessions
Griffith (VA)	Rodgers	Shimkus
Grimm	Mica	Shuster
Guinta	Miller (FL)	Simpson
Guthrie	Miller (MI)	Smith (NE)
Hall	Mulvaney	Smith (NJ)
Hanna	Murphy (PA)	Smith (TX)
Harper	Myrick	Southerland
Harris	Neugebauer	Speier
Hartzer	Nugent	Stearns
Hastings (WA)	Nunes	Stivers
Hayworth	Nunnelee	Stutzman
Heck	Olson	Sullivan
Hensarling	Palazzo	Terry
Herger	Paul	Thompson (PA)
Herrera Beutler	Paulsen	Thornberry
Huelskamp	Pearce	Tiberi
Huizenga (MI)	Pence	Tipton
Hultgren	Peterson	Turner
Hunter	Petri	Walberg
Hurt	Pitts	Walden
Issa	Platts	Walsh (IL)
Jenkins	Poe (TX)	Webster
Johnson (OH)	Pompeo	West
Johnson, Sam	Posey	Westmoreland
Jordan	Price (GA)	Whitfield
Kelly	Quayle	Wilson (SC)
King (IA)	Reed	Wittman
Kingston	Rehberg	Wolf
Kinzinger (IL)	Renacci	Womack
Kline	Ribble	Woodall
Labrador	Rigell	Yoder
Lamborn	Rivera	Young (AK)
Landry	Roby	Young (FL)
Lankford	Roe (TN)	Young (IN)

NOT VOTING—16

Baca	King (NY)	Noem
Bachmann	Larson (CT)	Reyes
Barletta	Lewis (GA)	Towns
Capuano	Lynch	Visclosky
Giffords	Marino	
Himes	Miller, Gary	

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.