

completion of the library is turned over to the National Archives. These libraries are essentially museums and centers for learning about these Presidents and their terms in office. H.R. 1664 authorizes funding for the establishment of a Woodrow Wilson Presidential Library in his birthplace of Staunton, Virginia. It also states the National Archives and Records Administration will provide a matching grant towards the establishment of the library. The library will coordinate its efforts with other Woodrow Wilson museums to share exhibits and educational services.

The Presidency of Woodrow Wilson is known for many achievements, among them are establishing the Federal Trade Commission and the Federal Reserve. He served his second term during World War I and worked with European nations on peace negotiations, including the Treaty of Versailles and the creation of the League of Nations.

It is critical we preserve the Presidential papers, historical records, and other artifacts of Woodrow Wilson's Presidency as we do with the previous 11 Presidents. These libraries offer citizens the opportunity to learn, study and appreciate an important period of American history. I urge my colleagues to support the passage. I applaud the gentleman from Virginia (Mr. GOODLATTE) for introducing this bill and urge passage.

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

Mr. DAVIS of Illinois. Mr. Speaker, if my history serves me right, President Woodrow Wilson did not hold an elected public office prior to becoming President of the United States of America, which I think is indeed a feat in and of itself. So I want to commend the gentleman from Virginia for his introduction of this legislation, and urge its support.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Illinois (Mr. DAVIS) that the House suspend the rules and pass the bill, H.R. 1664.

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.

FEDERAL AVIATION ADMINISTRATION EXTENSION ACT OF 2007

Mr. LEVIN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3540) to amend the Internal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3540

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

SECTION 1. SHORT TITLE.

This Act may be cited as the "Federal Aviation Administration Extension Act of 2007".

SEC. 2. 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 30, 2007" and inserting "December 31, 2007".

(b) TICKET TAXES.—

(1) PERSONS.—Clause (ii) of section 4261(j)(1)(A) of such Code is amended by striking "September 30, 2007" and inserting "December 31, 2007".

(2) PROPERTY.—Clause (ii) of section 4271(d)(1)(A) of such Code is amended by striking "September 30, 2007" and inserting "December 31, 2007".

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on October 1, 2007.

SEC. 3. 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 "October 1, 2007" and inserting "January 1, 2008"; and

(2) by inserting "or the Federal Aviation Administration Extension Act of 2007" before the semicolon at the end of subparagraph (A).

(b) CONFORMING AMENDMENT.—Paragraph (2) of section 9502(f) of such Code is amended by striking "October 1, 2007" and inserting "January 1, 2008".

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on October 1, 2007.

SEC. 4. EXTENSION OF AIRPORT IMPROVEMENT PROGRAM.

(a) AUTHORIZATION OF APPROPRIATIONS.—

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

(A) by striking "and" at the end of paragraph (3);

(B) by striking the period at the end of paragraph (4) and inserting "; and"; and

(C) by inserting after paragraph (4) the following:

"(5) \$918,750,000 for the 3-month period beginning October 1, 2007."

(2) OBLIGATION OF AMOUNTS.—Sums made available pursuant to the amendment made by paragraph (1) may be obligated at any time through September 30, 2008, and shall remain available until expended.

(b) PROJECT GRANT AUTHORITY.—Section 47104(c) of such title is amended by striking "September 30, 2007," and inserting "December 31, 2007,".

SEC. 5. EXTENSION OF AUTHORITY TO LIMIT THIRD PARTY LIABILITY OF AIR CARRIERS ARISING OUT OF ACTS OF TERRORISM.

Section 44303(b) of title 49, United States Code, is amended by striking "December 31, 2006" and inserting "December 31, 2007".

SEC. 6. FEDERAL AVIATION ADMINISTRATION OPERATIONS.

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

(1) by striking "and" at the end of subparagraph (C);

(2) by striking the period at the end of subparagraph (D) and inserting "; and"; and

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

"(E) such sums as may be necessary for the 3-month period beginning October 1, 2007."

SEC. 7. AIR NAVIGATION FACILITIES AND EQUIPMENT.

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

(1) by striking "and" at the end of paragraph (3);

(2) by striking the period at the end of paragraph (4) and inserting "; and"; and

(3) by inserting after paragraph (4) the following:

"(5) such sums as may be necessary for the 3-month period beginning October 1, 2007."

SEC. 8. RESEARCH, ENGINEERING, AND DEVELOPMENT.

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

(1) by striking "and" at the end of paragraph (11)(L);

(2) by striking the period at the end of paragraph (12)(L) and inserting "; and"; and

(3) by adding at the end the following:

"(13) such sums as may be necessary for the 3-month period beginning October 1, 2007."

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Michigan (Mr. LEVIN) and the gentleman from Missouri (Mr. HULSHOF) each will control 20 minutes.

The Chair recognizes the gentleman from Michigan.

GENERAL LEAVE

Mr. LEVIN. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 3540.

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

There was no objection.

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

Mr. Speaker, H.R. 3540 extends the financing and spending authority of the Airport and Airway trust fund.

The trust fund taxes and spending authority are scheduled to expire on October 1, 2007. H.R. 3540 extends these taxes at current rates for 3 months. H.R. 3540 was unanimously reported out of the Ways and Means Committee with bipartisan support. This bill will keep the Airport and Airway trust fund taxes and operations in place until the long-term FAA Reauthorization Act is signed into law.

CONGRESSIONAL BUDGET OFFICE COST
ESTIMATE—SEPTEMBER 21, 2007

H.R. 3540

Federal Aviation Administration Extension Act of 2007—As ordered reported by the House Committee on Ways and Means on September 18, 2007

Summary: H.R. 3540 would extend, through the end of calendar year 2007, the existing taxes that are dedicated to the Airport and Airway Trust Fund and are set to expire on September 30, 2007. The Joint Committee on Taxation (JCT) estimates that enacting H.R. 3540 would have no effect on revenues relative to the current baseline projection for taxes dedicated to the trust fund.

The bill also would extend, through the end of calendar year 2007, the authority to expend amounts from the trust fund (including interest) for major programs administered by the Federal Aviation Administration (FAA). CBO estimates that implementing the bill would increase discretionary spending by \$3.1 billion over the 2008-2012 period by authorizing appropriation of revenues expected to be collected during

the first three months of fiscal year 2008. Enacting the bill would not affect direct spending.

JCT has determined that the bill contains no intergovernmental or private-sector man-

dates as defined in the Unfunded Mandates Reform Act (UMRA).

Estimated costs to the Federal Government: The estimated budgetary impact of H.R. 3540 is shown in the following table. The

costs of this legislation fall within budget function 400 (transportation).

	By fiscal year, in millions of dollars—					
	2007	2008	2009	2010	2011	2012
SPENDING SUBJECT TO APPROPRIATION						
Spending from the Airport and Airway Trust Fund under Current Law:						
Authorization Level ¹	11,846	0	0	0	0	0
Estimated Outlays	12,310	4,714	1,944	744	214	35
Proposed Changes:						
Estimated Authorization Level ²	0	3,091	0	0	0	0
Estimated Outlays	0	2,782	278	31	0	0
Spending from the Airport and Airway Trust Fund under H.R. 3540:						
Estimated Authorization Level	11,846	3,091	0	0	0	0
Estimated Outlays	12,310	7,496	2,222	775	214	35

¹ The 2007 level is the amount of discretionary budgetary resources provided from the Airport and Airway Trust Fund for that year for major FAA programs. Discretionary budgetary resources include appropriations for FAA operations, facilities and equipment, and research programs as well as limitations on the obligations of contract authority for the Airport Improvement Program. It does not include additional amounts appropriated to the FAA from the General Fund.

² The estimated level is for one-quarter of fiscal year 2008. If funded for the full year, that amount would total approximately \$12.4 billion.

Basis of estimate: For this estimate, JCT and CBO assume that H.R. 3540 will be enacted near the start of fiscal year 2008 and that appropriation actions consistent with the bill will be taken in fiscal year 2008.

REVENUES

The existing excise taxes that are dedicated to the Airport and Airway Trust Fund are scheduled to expire on September 30, 2007. The taxes consist of levies on transportation of persons and property by air, use of international air facilities, and use of aviation fuels and are estimated to generate revenues of over \$11 billion in fiscal year 2007. The bill would extend all of the taxes at the current rate through the end of calendar year 2007.

Under the projection rules in section 257 of the Balanced Budget and Emergency Deficit Control Act, which are followed for Congressional scorekeeping purposes, estimates of the revenue effects of the legislation assume that expiring excise taxes dedicated to a trust fund are extended indefinitely and are measured relative to a baseline that assumes that the expiring excise taxes are extended at the same rates that would be in place immediately before their scheduled expiration. As a result, JCT estimates no change in revenue from the three-month extension in this bill.

SPENDING SUBJECT TO APPROPRIATION

By extending, through the first three months of fiscal year 2008, the authority to expend amounts from the Airport and Airway Trust Fund, CBO estimates that the bill would authorize appropriations of the amounts that CBO estimates would be deposited in the fund during that three-month period—about \$3.1 billion. Assuming appropriation action consistent with the bill, CBO estimates that implementing H.R. 3540 would increase discretionary spending by \$3.1 billion over the 2008–2012 period. (If the funding were authorized for the entire fiscal year, it would yield a total annualized amount of \$12.4 billion.)

Intergovernmental and private-sector impact: JCT has determined that the bill contains no intergovernmental or private-sector mandates as defined in UMRA.

Previous CBO estimate: On September 18, 2007, CBO transmitted a cost estimate for H.R. 3539, the Airport and Airway Trust Fund Financing Act of 2007, as ordered reported by the House Committee on Ways and Means on September 18, 2007. Differences in JCT's estimates of revenues result from provisions in H.R. 3539 that would increase the excise tax rates on noncommercial aviation-grade kerosene and aviation gasoline. JCT also determined that increasing the tax rate on aviation-grade kerosene would impose a private-sector mandate as defined in UMRA. In addition, CBO's estimate of discretionary spending under H.R. 3539 reflects the four-year authorization contained in that bill.

Estimate prepared by: Federal Revenues: Barbara Edwards; Federal Spending: Megan Carroll.

Estimate approved by: Peter H. Fontaine, Assistant Director for Budget Analysis; G. Thomas Woodward, Assistant Director for Tax Analysis.

Mr. Speaker, I reserve the balance of my time.

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

Mr. Speaker, I rise in support of H.R. 3540, the Federal Aviation Administration Extension Act of 2007. As the gentleman, my colleague on the Ways and Means Committee, indicated, this bill is a 3-month extension of the excise taxes that currently fund the Airport and Airway trust fund.

Time is of the essence, as the Speaker knows, as these taxes are due to expire at the end of the month, and it is imperative that we do not cut off this source of funding that benefits our Nation's airports and the aviation community, as well as the tens of thousands of airline passengers. I see my colleague from Illinois nodding, and we shared a plane ride here moments ago.

In addition, there has been a lot of discussion about a way to reformulate the way we fund the trust fund. There have been some interesting ideas bandied about by different points of view. This temporary extension allows us that additional time to consider some fundamental reforms to the tax structure that finances the Airport and Airway trust fund and to spend some more time studying the NextGen air traffic control modernization proposal before we move towards conference with the Senate to consider FAA reauthorization.

As the gentleman from Michigan pointed out, this bill was reported out of our committee by voice vote. Since it extends to the end of the calendar year the existing taxes dedicated to the trust fund, there is no effect on revenues as we extend the current baseline. I urge my colleagues to vote "yes" on the bill.

Mr. Speaker, I reserve the balance of my time.

Mr. LEVIN. Mr. Speaker, I yield such time as he may consume to my distinguished colleague, the gentleman from Illinois (Mr. COSTELLO).

Mr. COSTELLO. Mr. Speaker, I rise today in support of H.R. 3540, the FAA Extension Act of 2007.

I want to thank Chairman RANGEL, Ranking Member MCCRERY, and my friends from Michigan and Missouri on

the Ways and Means Committee, as well as the ranking member of the Transportation and Infrastructure Committee, Mr. MICA, and Mr. PETRI, the ranking member of the subcommittee.

Last Thursday, the House passed H.R. 2881, the FAA Reauthorization Act of 2007, a long-term authorization of the FAA programs. However, until H.R. 2881 is signed into law, it is imperative that we not allow the FAA's critical programs to lapse. This legislation before us today would extend the aviation trust fund taxes for an additional 3 months at their current rate.

During our last funding debate 10 years ago, there was a lapse in the aviation taxes. At that time, the uncommitted balance of the trust fund was sufficient to continue funding our aviation program and services without significant disruption to the system. Today we do not have that luxury. The trust fund balances cannot sustain a long-term lapse in taxes, which is why it is critical that we pass this legislation before us today.

In addition to extending the aviation taxes, H.R. 3540 extends the Airport Improvement Program. Because the AIP is funded by contract authority rather than discretionary appropriations, funding for it is not automatically extended by continuing resolutions. H.R. 3540 creates \$918.75 million in AIP contract authority to fund the programs for the next 3 months from October 1, 2007 through December 31, 2007. When annualized, this equates to \$3.675 billion for the full fiscal year of 2008, which is the current baseline level for this program. This will ensure that airport funding is not interrupted due to a lapse in the AIP authorization.

This is not the first time we have passed a short-term extension. In 1999 and 2000, as Congress was debating what eventually became the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, or AIR-21, we passed four extensions of the FAA's contract authority.

For FAA's operations, facilities and equipment, and research and development programs, the bill authorizes the appropriation of such sums as may be necessary for a 3-month period of this extension.

Finally, current law allows the Secretary to limit to \$100 million the third-party liability exposure of airlines and aircraft manufacturers for any cause resulting from a terrorist event. This authority expires on September 30, 2007. The legislation before us today extends this authority to December 31 of this year.

Aviation is too important to our Nation's economy, contributing \$1.2 trillion in output and approximately 11.4 million U.S. jobs. It is too important to allow for any lapse of taxes or funding for critical aviation programs. Until H.R. 2881 is signed into law, we must ensure that the FAA has the funds it needs to continue its vital programs.

Mr. SPEAKER, H.R. 3540 provides a short 3-month extension to ensure FAA's programs remain fully funded, and I urge my colleagues to support this legislation.

Mr. HULSHOF. Mr. Speaker, I am pleased to yield such time as he may consume to the gentleman from Wisconsin (Mr. PETRI), the ranking member of the Aviation Subcommittee.

Mr. PETRI. Mr. Speaker, I thank my colleague from Missouri.

Last week, Members of this body considered and passed the FAA Reauthorization Act of 2007, H.R. 2881, which reauthorized the FAA for the next 4 years.

Unfortunately, the authority of the FAA's programs and taxes expires this Sunday, September 30. As it is unlikely Congress will be able to send a FAA reauthorization bill to the President for signature before the September 30 deadline, we have before us H.R. 3540, the Federal Aviation Administration Extension Act of 2007, to extend the funding and expenditure authority of the FAA for the next 90 days through the end of this year.

H.R. 3540 provides 3 months of AIP contract authority at the budget 2007 level, authorizes such sums as are necessary for FAA facilities and equipment, research and development, and operations for 3 months and extends the authority to limit the third-party liability of air carriers arising out of acts of terrorism for 3 months.

Most importantly, the bill will ensure that our national aviation system continues to operate until a full FAA reauthorization can be enacted.

There is much work yet to be done on the reauthorization bill. We must work in a bipartisan and bicameral fashion to craft legislation that our President can sign. That's our task. That is what the communities involved and our constituents expect of us.

I support this clean 3-month extension, and I appreciate the efforts of my colleagues on the Ways and Means Committee for drafting and introducing H.R. 3540, and look forward to working with them as we continue consideration of the FAA reauthorization bill.

Mr. OBERSTAR. Mr. Speaker, I rise in strong support of H.R. 3540, the "Federal Aviation Administration Extension Act of 2007."

The current authorization for aviation programs and taxes expires on September 30, 2007. Last week, the House overwhelmingly passed H.R. 2881, the "FAA Reauthorization Act of 2007," to reauthorize the aviation programs for four years. Until this long-term reauthorization bill can be signed into law, there are a few critical provisions that must not be allowed to lapse at the end of this week. These important provisions are extended in H.R. 3540, the bill before us today.

I strongly support the extension of the aviation excise taxes as proposed in H.R. 3540. These taxes are necessary to support the Airport and Airway Trust Fund, which in recent years has provided about 80 percent of the Federal Aviation Administration's budget. With an uncommitted cash balance of less than \$2 billion, any lapse in the aviation taxes could put the solvency of the Trust Fund at risk.

In addition to extending the aviation taxes, H.R. 3540 extends the Airport Improvement Program. Because the Airport Improvement Program is funded by contract authority, rather than discretionary appropriations, funding for it is not automatically extended by Continuing Resolutions. H.R. 3540 creates \$918.75 million in Airport Improvement Program contract authority to fund the program for the three-month period from October 1, 2007, to December 31, 2007. This amount, when annualized, equals the fiscal year 2007 amount for the program (\$3.675 billion). This provision will ensure that airport funding is not interrupted because of a lapse in the Airport Improvement Program's authorization.

The bill also authorizes the appropriation of such sums as may be necessary for Federal Aviation Administration Operations, Facilities and Equipment, and Research and Development programs for the three-month period of the extension.

Finally, current law allows the Secretary to limit to \$100 million the third-party liability exposure of airlines and aircraft manufacturers for any cause resulting from a terrorist event. This authority expires September 30, 2007. H.R. 3540 extends this authority to December 31, 2007.

In summary, this bill simply continues aviation programs and financing under the same terms and conditions as current law. It ensures that these important programs continue to operate without any interruption.

I thank Chairman RANGEL and Ranking Member MCCRERY of the Committee on Ways and Means for working with the Committee on Transportation and Infrastructure to include the aviation authorization provisions in H.R. 3540. I also thank my Committee colleagues, Ranking Member MICA, Subcommittee Chairman COSTELLO, and Subcommittee Ranking Member PETRI, for working with me on this critical legislation.

I look forward to Senate passage of its long-term FAA reauthorization bill and sending a bill to the President in the coming months.

I urge my colleagues to join me in supporting H.R. 3540.

Mr. HULSHOF. We have no other speakers remaining, and I urge my colleagues to vote "yes," and I yield back the balance of my time.

Mr. LEVIN. Mr. Speaker, there being no further requests on this side of the aisle, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by

the gentleman from Michigan (Mr. LEVIN) that the House suspend the rules and pass the bill, H.R. 3540, as amended.

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

The title was amended so as to read: "A bill to amend the Internal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, and for other purposes."

A motion to reconsider was laid on the table.

RECOGNIZING ESTABLISHMENT OF HUNTERS FOR THE HUNGRY PROGRAMS

Mr. CARDOZA. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 79) recognizing the establishment of Hunters for the Hungry programs across the United States and the contributions of those programs efforts to decrease hunger and help feed those in need.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 79

Whereas Hunters for the Hungry programs are cooperative efforts among hunters, sportsmen's associations, meat processors, State meat inspectors, and hunger relief organizations to help feed those in need;

Whereas during the past three years Hunters for the Hungry programs have brought hundreds of thousands of pounds of venison to homeless shelters, soup kitchens, and food banks; and

Whereas each year donations have multiplied as Hunters for the Hungry programs continue to feed those in need: Now, therefore, be it

Resolved, That the House of Representatives—

(1) recognizes the cooperative efforts of hunters, sportsmen's associations, meat processors, State meat inspectors, and hunger relief organizations to establish Hunters for the Hungry programs across the United States; and

(2) recognizes the contributions of Hunters for the Hungry programs to efforts to decrease hunger and help feed those in need.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. CARDOZA) and the gentleman from Virginia (Mr. GOODLATTE) each will control 20 minutes.

The Chair recognizes the gentleman from California.

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

Mr. Speaker, I come before the House today to encourage passage of House Resolution 79, recognizing the establishment of Hunters for the Hungry programs across the United States and recognizing the contributions of those programs to decrease hunger and help feed those in need.

Hunters for the Hungry is a unique and innovative program that addresses hunger in communities nationwide. Hunters can donate their game and