

his superiors, Colonel Adams, whom he met while he was going through officer basic training at Fort Sam Houston, Texas, said of him, "He was a tremendous young man. He volunteered to go into Civil Affairs, and every email he sent was upbeat and positive, and he felt he was making a real difference in the lives of the Iraqi people."

Today, by naming this new facility after him, we are ensuring that Major Soltes' spirit lives on. Every time a patient's quality of life improves, Major Soltes, his dedication to service, will be continued.

To Major Soltes and his family, we salute you. And with this act of Congress, we forever remember the sacrifice Major Soltes gave. Whether giving their most vibrant and youthful years of service to their country or laying down their lives so that we and our children can sleep safely at night, we must remember all who gave some, and some, like Major Soltes, who gave all.

I appreciate my colleagues' understanding in this issue in bringing it up today. Thank you.

Mr. BOOZMAN. Again, Madam Chair, in closing, this is a special honor for me as an optometrist who practiced for many, many years, to be celebrating a colleague who paid so dearly, he and his family. We're so proud of him—myself, as a member of the Veterans Affairs Committee, but also as an optometrist. And I know that the profession of optometry is very, very proud of his efforts. And we will be thinking of his family, but I urge all of my colleagues to support this bill.

With that, I yield back the balance of my time.

Mr. FILNER. Madam Speaker, I think it was most appropriate that the manager on the Republican side was our House optometrist, Mr. BOOZMAN. So thank you for your expertise that you always give us on the committee.

I urge my colleagues to unanimously support H.R. 4360.

Ms. RICHARDSON. Madam Speaker, as an original cosponsor, I rise today in support of H.R. 4360, which designates the Department of Veterans Affairs Blind Rehabilitation Center in Long Beach, California, the "Major Charles R. Soltes, Jr., O.D. Department of Veterans Affairs Blind Rehabilitation Center." The naming of the Veterans Affairs Long Beach Blind Rehabilitation Center in honor of Major Soltes is a fitting tribute to the dual service Major Soltes rendered the Nation as a soldier and a doctor of optometry.

I thank Chairman FILNER for his leadership in bringing this bill to the floor. I would also like to thank Congressman CAMPBELL for sponsoring this bill.

Madam Speaker, growing up in a military family, Charles Robert "Rob" Soltes, Jr., always possessed a love of country and an appreciation of the importance of service and sacrifice. Major Soltes also had a gift for medicine and a passion for helping others. It was that sense of duty and passion that enabled him to excel at Norwich University, from which he graduated and was commissioned as a 2nd lieutenant in the U.S. Army. Major Soltes went on to attend optometry school in Boston, where he met his wife.

Major Soltes took his passion for medicine to the military when he joined the Army Reserve in 1990. He served on active duty as an optometrist from 1994–1999. In 2004, he was called to duty in Iraq, where he was a member of the 7214th Medical Support Unit, which was charged with helping to rebuild the public health infrastructure in Iraq. On October 13, 2004, Major Soltes was tragically killed when an explosive device hit his convoy as it traveled back from a local Army hospital.

It is entirely fitting that we take this opportunity to honor this fallen soldier who left us too soon. Major Soltes embodied all that Americans can ask for in heroes—courage, love of country, selflessness. Major Soltes touched many lives, but he will be missed most by his family. He was a devoted father and a loving husband. No matter how much time his military service and professional obligations demanded, he always put family first. They will miss him, as we all do. However, by passing this bill today, we can ensure that he will not be forgotten.

Madam Speaker, I urge my colleagues to join me in supporting H.R. 4360.

Mr. CAMPBELL. Madam Speaker, I rise today in support of H.R. 4360, to designate the Department of Veterans Affairs Blind Rehabilitation Center in Long Beach, California, as the "Major Charles R. Soltes, Jr., O.D. Department of Veterans Affairs Blind Rehabilitation Center." I was honored to introduce this legislation to recognize a true American Hero who was a constituent of mine from Irvine, CA.

Major Soltes, 36, was the first military optometrist to be killed in action while on active duty. He was serving as a Public Health Officer with the 426th Civil Affairs Battalion, U.S. Army Reserve in Mosul, Iraq, assisting in the restoration of the medical infrastructure. On October 13, 2004, he was killed while returning from a hospital visit when his convoy was attacked with an improvised explosive device.

The son of an Army officer and Vietnam veteran, Major Soltes was a graduate of Norwich University, a military school in Vermont, and the New England College of Optometry. He entered the U.S. Army Medical Service Corps in 1994 as an Army optometrist and provided eye care services to service men and women at home and abroad. Major Soltes served in Texas, the Republic of Korea, and at the United States Military Academy at West Point.

During his military service, Major Soltes completed a residency at the prestigious Brooke Army Medical Center. He earned adjunct faculty appointments at the University of Houston College of Optometry, the State University of New York State College of Optometry, and the Northeastern State University College of Optometry. At the United States Military Academy at West Point, Major Soltes served as director of the Optometry Residency Program. In 1998, he earned his fellowship in the American Academy of Optometry. After completing his military duties in 1999, he moved to Irvine, CA, where he started a private practice, joined the Army Reserve and became the clinical director at Irvine Vision Institute, a refractive surgery specialty center in Irvine, CA.

Major Soltes leaves behind his wife, Sally Huang Dang, O.D., and three sons, Ryan, Brandon, and Robert Harrison. Major Soltes is also survived by his father, COL (retired) Charles R. Soltes, Sr., his mother, Nancy

Soltes, and two siblings, Carolyn Soltes Matthies, and Jeffrey Soltes.

Madam Speaker, I am pleased this legislation has received wide bipartisan support with 73 cosponsors including Speaker NANCY PELOSI and Chairman of the House Committee on Veterans Affairs, BOB FILNER. It also has broad support outside of Congress from groups such as the American Optometric Association to the following Veteran Service Organizations: Blind Veterans Association, Vietnam Veterans of America, American Legion, Veterans of Foreign Wars, Paralyzed Veterans of America, AMVETS, POW/MIA, Military Order of the Purple Heart, Disabled American Veterans, and Jewish War Veterans.

I have had the opportunity to meet with Major Soltes's widow, Dr. Sally Dang and their three outstanding sons. This is a family of such immense strength, but also of pride for their husband and father, his life, his accomplishments, his service and his sacrifice. Dr. Dang recounted that if her husband had the opportunity to come back and serve again, he would do it without hesitation. When we name this center for Major Soltes today, we honor his family, his memory, and his military service, but also his service as a doctor who helped people see more clearly. Fittingly, Dr. Dang is also a practicing optometrist.

May this honor today help us all to see—to see better with our eyes, of course, and to help those veterans suffering with blindness. But also, to see the selfless and wonderful people upon whom our freedoms as a people rest. Major Soltes lies amongst them. May God bless his family and his memory.

Mr. FILNER. I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. FILNER) that the House suspend the rules and pass the bill, H.R. 4360.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the yeas have it.

Mr. FILNER. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

FEDERAL AVIATION ADMINISTRATION EXTENSION ACT OF 2010

Mr. COSTELLO. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 4915) to amend the Internal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, to amend title 49, United States Code, to extend authorizations for the airport improvement program, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4915

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 2010".

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 “March 31, 2010” and inserting “July 3, 2010”.

(b) TICKET TAXES.—

(1) PERSONS.—Clause (ii) of section 4261(j)(1)(A) of the Internal Revenue Code of 1986 is amended by striking “March 31, 2010” and inserting “July 3, 2010”.

(2) PROPERTY.—Clause (ii) of section 4271(d)(1)(A) of such Code is amended by striking “March 31, 2010” and inserting “July 3, 2010”.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on April 1, 2010.

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 “April 1, 2010” and inserting “July 4, 2010”; and

(2) by inserting “or the Federal Aviation Administration Extension Act of 2010” 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 “April 1, 2010” and inserting “July 4, 2010”.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on April 1, 2010.

SEC. 4. EXTENSION OF AIRPORT IMPROVEMENT PROGRAM.**(a) AUTHORIZATION OF APPROPRIATIONS.—**

(1) IN GENERAL.—Section 48103(7) of title 49, United States Code, is amended to read as follows:

“(7) \$3,024,657,534 for the period beginning on October 1, 2009, and ending on July 3, 2010.”

(2) OBLIGATION OF AMOUNTS.—Sums made available pursuant to the amendment made by paragraph (1) may be obligated at any time through September 30, 2010, and shall remain available until expended.

(3) PROGRAM IMPLEMENTATION.—For purposes of calculating funding apportionments and meeting other requirements under sections 47114, 47115, 47116, and 47117 of title 49, United States Code, for the period beginning on October 1, 2009, and ending on July 3, 2010, the Administrator of the Federal Aviation Administration shall—

(A) first calculate funding apportionments on an annualized basis as if the total amount available under section 48103 of such title for fiscal year 2010 were \$4,000,000,000; and

(B) then reduce by 11 percent—

(i) all funding apportionments calculated under subparagraph (A); and

(ii) amounts available pursuant to sections 47117(b) and 47117(f)(2) of such title.

(b) PROJECT GRANT AUTHORITY.—Section 47104(c) of such title is amended by striking “March 31, 2010,” and inserting “July 3, 2010.”

SEC. 5. EXTENSION OF EXPIRING AUTHORITIES.

(a) Section 40117(l)(7) of title 49, United States Code, is amended by striking “April 1, 2010,” and inserting “July 4, 2010.”

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

(1) by striking “March 31, 2010,” and inserting “July 3, 2010.”; and

(2) by striking “June 30, 2010,” and inserting “September 30, 2010.”

(c) Section 44303(b) of such title is amended by striking “June 30, 2010,” and inserting “September 30, 2010.”

(d) Section 47107(s)(3) of such title is amended by striking “April 1, 2010,” and inserting “July 4, 2010.”

(e) Section 47115(j) of such title is amended by striking “April 1, 2010,” and inserting “July 4, 2010.”

(f) Section 47141(f) of such title is amended by striking “March 31, 2010,” and inserting “July 3, 2010.”

(g) Section 49108 of such title is amended by striking “March 31, 2010,” and inserting “July 3, 2010.”

(h) Section 161 of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 47109 note) is amended by striking “April 1, 2010,” and inserting “July 4, 2010.”

(i) Section 186(d) of such Act (117 Stat. 2518) is amended by striking “April 1, 2010,” and inserting “July 4, 2010.”

(j) The amendments made by this section shall take effect on April 1, 2010.

SEC. 6. FEDERAL AVIATION ADMINISTRATION OPERATIONS.

Section 106(k)(1)(F) of title 49, United States Code, is amended to read as follows:

“(F) \$7,070,158,159 for the period beginning on October 1, 2009, and ending on July 3, 2010.”

SEC. 7. AIR NAVIGATION FACILITIES AND EQUIPMENT.

Section 48101(a)(6) of title 49, United States Code, is amended to read as follows:

“(6) \$2,220,252,132 for the period beginning on October 1, 2009, and ending on July 3, 2010.”

SEC. 8. RESEARCH, ENGINEERING, AND DEVELOPMENT.

Section 48102(a)(14) of title 49, United States Code, is amended to read as follows:

“(14) \$144,049,315 for the period beginning on October 1, 2009, and ending on July 3, 2010.”

SEC. 9. EXTENSION AND FLEXIBILITY FOR CERTAIN ALLOCATED SURFACE TRANSPORTATION PROGRAMS.

(a) SHORT TITLE.—This section may be cited as the “Surface Transportation Extension Modification Act of 2010”.

(b) MODIFICATION OF ALLOCATION RULES.—Section 411(d) of the Surface Transportation Extension Act of 2010 is amended—

(1) in paragraph (1)—

(A) in the matter preceding subparagraph (A)—

(i) by striking “1301, 1302.”; and

(ii) by striking “1198, 1204.”; and

(B) in subparagraph (A)—

(i) in the matter preceding clause (i) by striking “apportioned under sections 104(b) and 144 of title 23, United States Code,” and inserting “specified in section 105(a)(2) of title 23, United States Code (except the high priority projects program).”; and

(ii) in clause (ii) by striking “apportioned under such sections of such Code” and inserting “specified in such section 105(a)(2) (except the high priority projects program).”; and

(2) in paragraph (2)—

(A) in the matter preceding subparagraph (A)—

(i) by striking “1301, 1302.”; and

(ii) by striking “1198, 1204.”; and

(B) in subparagraph (A)—

(i) in the matter preceding clause (i) by striking “apportioned under sections 104(b) and 144 of title 23, United States Code,” and inserting “specified in section 105(a)(2) of title 23, United States Code (except the high priority projects program).”; and

(ii) in clause (ii) by striking “apportioned under such sections of such Code” and inserting “specified in such section 105(a)(2) (except the high priority projects program).”; and

(3) by adding at the end the following:

“(5) PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE AND NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAMS.—

“(A) REDISTRIBUTION AMONG STATES.—Notwithstanding sections 1301(m) and 1302(e) of

SAFETEA-LU (119 Stat. 1202 and 1205), the Secretary shall apportion funds authorized to be appropriated under subsection (b) for the projects of national and regional significance program and the national corridor infrastructure improvement program among all States such that each State’s share of the funds so apportioned is equal to the State’s share for fiscal year 2009 of funds apportioned or allocated for the programs specified in section 105(a)(2) of title 23, United States Code.

“(B) DISTRIBUTION AMONG PROGRAMS.—Funds apportioned to a State pursuant to subparagraph (A) shall be—

“(i) made available to the State for the programs specified in section 105(a)(2) of title 23, United States Code (except the high priority projects program), and in the same proportion for each such program that—

“(I) the amount apportioned to the State for that program for fiscal year 2009; bears to

“(II) the amount apportioned to the State for fiscal year 2009 for all such programs; and

“(ii) administered in the same manner and with the same period of availability as funding is administered under programs identified in clause (i).”

(c) EXPENDITURE AUTHORITY FROM HIGHWAY TRUST FUND.—Paragraph (1) of section 9503(c) of the Internal Revenue Code of 1986, as amended by the Surface Transportation Extension Act of 2010, is amended by striking “in effect on the date of the enactment of such Act)” and inserting “in effect on the later of the date of the enactment of such Act or the date of the enactment of the Surface Transportation Extension Modification Act of 2010).”

(d) EFFECTIVE DATE.—The amendments made by this section shall take effect upon the enactment of the Surface Transportation Extension Act of 2010 and shall be treated as being included in that Act at the time of the enactment of that Act.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Illinois (Mr. COSTELLO) and the gentleman from Wisconsin (Mr. PETRI) each will control 20 minutes.

The Chair recognizes the gentleman from Illinois.

GENERAL LEAVE

Mr. COSTELLO. I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous material on H.R. 4915.

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

There was no objection.

Mr. COSTELLO. I yield myself as much time as I may consume.

Madam Speaker, I rise in support of H.R. 4915, the Federal Aviation Administration Extension Act of 2010. Last week, the House passed H.R. 4853, also entitled the Federal Aviation Administration Extension Act of 2010, to extend aviation program taxes and the Airport and Airways Trust Fund expenditure authority through July 3rd, 2010, and to modify the formula by which highway funds would otherwise be distributed under the HIRE Act.

Earlier this week, the Federal Aviation Administration requested a technical correction to H.R. 4853 as passed by the House. The FAA needs this technical correction to ensure sufficient airport improvement program funds are allocated to AIP formula grants rather than AIP discretionary grants.

Madam Speaker, the House has previously passed two FAA reauthorization bills in 2007 and again in 2009. We have been waiting on the other body to act. Finally on Monday, the Senate passed its FAA bill, H.R. 1586, using an unrelated House-passed tax bill.

□ 1045

Madam Speaker, tomorrow the House intends to take up the Senate bill, H.R. 1586 and amend it. We will insert the text of the House FAA reauthorization bill, H.R. 915, and the bipartisan House aviation safety bill, H.R. 3371, the Airline Safety and Pilot Training Act of 2009, which is one of the strongest aviation safety bills in decades.

The purpose of the House taking action to amend H.R. 1586 is to ensure that important provisions we included in H.R. 915 and H.R. 3371 to improve aviation safety, to provide consistency and collective bargaining rights throughout the express carrier industry, to increase the Passenger Facility Charge to assist airports in meeting their capital needs, to create jobs and to modernize our air traffic control system, are maintained throughout the conference with the Senate.

The Aviation Subcommittee held over 20 hearings on the reauthorization bill and the safety issues. In addition, we had five roundtables to discuss aviation safety in the reauthorization bill with everyone from the FAA to everyone in the aviation community.

H.R. 915 is a comprehensive bill. It will provide approximately \$53.5 billion to modernize our air traffic control system, fund airport development, research programs, small community service, and Federal aviation operating expenses.

Our bill reflects a continued effort toward ensuring our aviation system remains the safest in the world. In the FAA forecast, the airlines are expected to carry more than 1 billion passengers in the year 2021, up from almost 760 million in 2008. To deal with this growth, strengthen our economy, and create jobs, H.R. 915 provides historic funding levels for FAA's capital programs. This includes \$12.3 billion for the Airport Improvement Program, nearly \$10.1 billion for the FAA's Facilities & Equipment fund, and \$685.4 million for Research, Engineering, and Development. The bill also provides \$30.3 billion for FAA operations over the next 3 years.

These funding levels will accelerate the implementation of NextGen, enable the FAA to replace and repair existing facilities and equipment, improve airport development, and provide for the implementation of high-priority, safety-related systems.

Let me mention the importance of NextGen. Both the full committee and the Aviation Subcommittee has spent a great deal of time trying to move the Next Generation Air Transportation System forward. NextGen is critical to the future of aviation, not only for safety reasons, but also to reduce con-

gestion delays and save time as well as fuel. We have operated now under a ground-based radar system for far too many years. We need to move forward with the NextGen system so that we can implement a satellite-based system in order to make the improvements that are necessary.

In H.R. 915, we also changed the organizational structure of the FAA's Joint Planning and Development Office, the body charged with planning NextGen. To increase the authority and visibility of the JPDO, H.R. 915 elevates the Director of the JPDO to the status of Associate Administrator for NextGen within the FAA to be appointed by and reporting directly to the FAA Administrator. To increase accountability and coordination of NextGen planning and implementation, the bill requires the JPDO to develop a work plan that details, on a year-to-year basis, specific NextGen-related deliverables and milestones required by the FAA and its partner agencies.

Like the 2007 bill, we increased the Passenger Facility Charge cap from \$4.50 to \$7 to those airports who choose to implement the increase, to help airports choose and those who participate in the program to meet their capital needs. According to the FAA, every airport currently collecting \$4 to \$4.50 under the PFC, if they raise it to \$7, it will generate \$1.3 billion in additional revenue every year for airport development, which strengthens our economy and creates additional jobs at a time that both are critically needed.

The legislation provides significant increases in AIP funding for smaller airports that rely on AIP for capital financing. The ability to raise the PFC and the increase in the AIP funding provides financing for airport capital development that will help reduce delays.

The bill also dramatically increases funding for and improves the Essential Air Service program and reauthorizes a small community Air Service Development Program through 2012.

Here at home and across the globe, more is being done to reduce energy consumption and emissions. The FAA and the aviation community continues to be a leader in greening its operations. We further those efforts by establishing the CLEEN Engine and Airframe Technology Partnership and the Green Towers program, which was modeled after what is currently being done at O'Hare International Airport in Chicago.

The United States has the safest air transportation system in the world; however, we must not become complacent about our past success. To keep proper oversight over the FAA and safety, the FAA, under the H.R. 915 legislation, directs the FAA to increase the number of aviation safety inspectors, initiate study on fatigue, and requires the FAA to inspect part 145 certified foreign repair stations at least twice a year.

The legislation does not increase or place new user fees on users of airspace.

We believe that the Airport and Airway Trust Fund revenues, coupled with the additional revenue from the recommended general aviation fuel tax increase and a reasonable general fund contribution will be sufficient to provide for the historic capital funding levels required to modernize the air traffic control system.

Madam Speaker, this legislation before us today is critically important to the FAA.

With that, I reserve the balance of my time.

Mr. PETRI. Madam Speaker, in May of last year, the House passed H.R. 915, the FAA Reauthorization Act of 2009. Earlier this week, the Senate passed its own FAA reauthorization bill, and, therefore, the two Chambers will soon begin negotiations to reconcile the bills. However, that process will take some time. Given that the current FAA extension expires at the end of this month, we need to again extend the FAA's taxes and authorities to allow time to get a final conferenced FAA bill.

While the House considered and passed an FAA extension bill just last week, we are again considering an FAA extension in order to address a minor technical matter in the earlier bill that would have impacted the FAA's ability to fund airport projects during the next 3 months. Therefore, this bill, H.R. 4915, makes the technical correction and also extends the taxes, programs, and funding of the FAA to July 3 of this year.

This bill will ensure that our National Airspace System continues to operate and that the FAA continues funding important airport projects while the Congress reconciles the two reauthorization bills.

Like the bill considered last week, the bill before us also includes a provision that will change the way funding is distributed for the Projects of National and Regional Significance program and the National Corridor Infrastructure Program in the surface transportation extension that was signed into law last week. Currently, 56 percent of the funds for those two programs are directed to just four States, and 22 States will receive no funding at all. This fix ensures that the funding for those two programs is distributed to all States through the existing Federal-Aid Highway formula.

With that, I urge my colleagues to support H.R. 4915.

I reserve the balance of my time.

Mr. COSTELLO. Madam Speaker, I yield 2 minutes to a valued member of the subcommittee, Congressman CAPUANO.

Mr. CAPUANO. I thank the gentleman for calling me valued. It's nice to be valued. He didn't say how much, but we will leave it alone—high value.

Madam Speaker, I rise today to express my support for this legislation

and look forward to it. This legislation is long overdue. It's something that we have been working on now for, well, as long as I can recall. It has lots of important issues in there in the FAA and it also has an additional fix. As I see it, it's not even about the amount of money for the Commonwealth of Massachusetts. From my perspective, it is about an equitable issue. That's really all it is. It's a matter of equity.

We were put in a position to pass a bill that had other good job provisions in it that did not have equitable provisions in it, but we did it because this economy needs a boost. And like every bill we ever vote on anything, there is some good and some bad. So that particular bill, in my opinion, had some bad things in it.

This bill has good things for the FAA, has good things for the country, has good things for all of us who fly, but it also had some provisions in there that will level the playing field for the people of this country, and that's why I wanted to come over this morning.

Again, there are times when I usually get called on to ask when there is a fight going on. In this particular instance, there is no fight here. I am not sure exactly who the fight is with, and I am a little uncomfortable speaking when we are all on the same side, but it's nice for a change. I won't get used to it too often, but I do enjoy it on occasion when it happens, so I wanted to come over and express my support.

Mr. PETRI. I want our colleague from Massachusetts to know that he is valued on both sides of the aisle.

With that, I yield such time as he may consume to the esteemed ranking member of our committee, Mr. MICA, from Florida.

Mr. MICA. Thank you for yielding.

Madam Speaker and my colleagues, if everyone isn't totally confused by what's going on with the FAA legislation, it will be a miracle, but let me just try to take, for a moment, Madam Speaker and my colleagues, a little time to explain to Members and staff and you, Madam Speaker, where we are and how we got here.

Now, what we are considering now is not a new FAA bill but the extension of the old FAA bill. In fact, the FAA bill, when I was chairman of the Aviation Subcommittee in 2003, in May of that year, we introduced a bill that became law 6 months later and was signed by the President the end of 2003. That bill has been in effect, that authorization which authorizes all the policy, all the projects for FAA, has been in effect, and it expired in September of 2007. Since September of 2007, we have not had a new FAA bill. What we have done is a series of extensions of the 2003-passed bill.

Now, last week, we were here doing the 12th extension of the FAA bill, and we passed that measure and we sent it over to the other body. The other body took that legislation and they passed it, but a little mistake was made, I understand, in the formula for AIP fund-

ing, so that's why we are back here the 13th time passing an extension of a bill that expired in 2007.

Mr. OBERSTAR. Would the gentleman yield?

Mr. MICA. Yes, I would be glad to yield.

Mr. OBERSTAR. That makes the gentleman from Florida, Madam Speaker, the author of the longest surviving authorization of FAA programs.

Mr. MICA. Yes. I wish I didn't have that honor. But as the gentleman who just spoke is now our chairman, was the chairman of the Aviation Subcommittee when I came to Congress, and I met him first in 1993, he knows the importance of getting this authorization done.

Now, meanwhile, back at the ranch, Madam Speaker and Members of Congress, the FAA bill that the House passed last May has been over in the other body being considered. Of course, other things have gotten in the way and, finally, I believe, last night, they passed the FAA bill. But the other body didn't use our legislation that we had passed in May. They took a Ways and Means bill and they tacked on the provisions that they want, and it's coming back to the House of Representatives, and tentatively scheduled before the Rules Committee is that full bill. What we are debating now is just an extension to get us to July 3, because they are sending back—they are playing a little bit of games with the entire bill.

□ 1100

They took our bill out. They put other provisions in on a Ways and Means bill, which really raises questions as to our jurisdiction because we're the Transportation Committee, although I know the chairman is planning to tack our bill, our full bill back on, hopefully, in the Rules Committee and then bring that back to the floor.

So this little ping-pong game of the FAA reauthorization is not over by any means. I'm hoping and praying that this authorization extension that gets us to July 3 is accepted without change over in the other body because, as we know, there was a highway bill extension to December 31 put on a jobs bill last week.

But when we passed that in the House and the President signed it into law, it's my understanding it contains a provision that the other body put in; and four people, four individual States, rather, benefit by the provisions of that taking the highway trust fund money for special projects of national significance, and four States get 58 percent of the money. Now, we didn't want that in the bill when it passed.

Mr. OBERSTAR obtained agreement from Mr. REID and Ms. PELOSI that we would change that, and we actually had a provision to change that in this bill, this extension.

Now I'm getting confused. But, in fact, that provision is in this bill that would give every State equitable dis-

tribution of those highway funds. So that's why we support it on the Republican side.

Mr. OBERSTAR's been working to get this done. We don't want four States to benefit. We don't want all the money to be put in the discretionary fund and then distributed at the will of a few bureaucrats. We want everyone to be treated equitably.

So there's at stake both the extension of the FAA authorization until July 3. There is the reformulation of the highway money that goes through December 31 in this measure. So that's why we must pass this.

But this is not, I repeat, this is not the FAA bill that we do need to pass that Mr. COSTELLO, Mr. PETRI spoke about.

Now, Madam Speaker, if that hasn't confused everyone, every single Member outside the committee and members of the public and everyone else who may be interested in this, I don't know what will confuse them. But that, folks, is basically where we are, and that's why we need to pass this extension. Hopefully, we won't see this for the 14th time, hoping and praying; but it may be possible because they like to play games as this process moves forward to the benefit of some, not everyone. We don't want that to happen.

So I urge your passage of this extension. Don't confuse it with the FAA bill which still will be around the corner.

And I thank our ranking member, I thank Mr. COSTELLO for their continued work, and my counterpart, the chairman, Mr. OBERSTAR, for their work in bringing this forward.

Mr. COSTELLO. Madam Speaker, at this time I would yield to my friend from Maryland (Mr. CUMMINGS) 3 minutes.

Mr. CUMMINGS. Madam Speaker, I rise today in strong support of the FAA Extension Act 2010, H.R. 4915, which would provide a short-term extension of existing FAA authorization legislation.

I want to thank the subcommittee chairman, Mr. COSTELLO, for his outstanding leadership constantly and on this legislation.

This legislation, and just picking up where Mr. MICA left off, also includes provisions that would ensure that an equitable distribution is made during the extension of the SAFETEA-LU surface transportation authorization of money designated for the Projects of National and Regional Significance and the National Corridor Infrastructure Improvement programs.

These programs established in the 2005 SAFETEA-LU legislation were intended to provide discretionary funds to major projects. However, the SAFETEA-LU conference committee designated the projects to receive funding under the programs.

As we have worked to develop a longer-term extension for SAFETEA-LU, the issue of how to apportion the

approximately \$932 million provided for these programs during the extension period has been of critical concern to our committee.

Under provisions developed by the Senate and included in the HIRE Act, this funding would continue to be provided to those few States in which projects were designated by SAFETEA-LU. Under this allocation, four States, four States, would receive 58 percent of the available funding; 22 States would receive no funding, and the remaining States would receive varying levels of funding. Such a distribution is not equitable, particularly given that the designated projects were time-limited.

Chairman OBERSTAR has worked with the Senate majority leader and Speaker PELOSI to devise a more equitable funding distribution, and the legislation before us today includes the agreement they have resolved. Under this agreement, the funding would be distributed to all States pursuant to existing formulas for major highway programs. And at a time when State transportation budgets are experiencing significant cuts, an equitable distribution of available Federal funding is appropriate to ensure that each State can continue to address its most pressing mobility needs.

I applaud Chairman OBERSTAR, Speaker PELOSI and Leader REID for their work on this measure, and I urge adoption.

Mr. PETRI. Madam Speaker, I have no further requests for time. I reserve the balance of my time.

Mr. COSTELLO. Madam Speaker, at this time, I would yield 2 minutes to a member of the subcommittee, the gentleman from Missouri (Mr. CARNAHAN).

Mr. CARNAHAN. Madam Speaker, as a member of the Transportation and Infrastructure Committee and the Aviation Subcommittee, and representing the St. Louis region where aviation has been vital in our history and our economy, I rise today in strong support of passage of H.R. 4915, the Federal Aviation Administration Extension Act of 2010.

Although I believe a long-term reauthorization of the FAA is long overdue, I'm happy to see the Senate finally pass an FAA reauthorization bill earlier, so we are one step closer to passage of a much-needed long-term reauthorization.

I'm also happy to see this legislation include the provision to amend the HIRE Act so that all States, including my home State of Missouri, can receive funding under the Projects of National and Regional Significance and the National Corridors Program, rather than just 29 States. Both of these programs are designed to be competitive and discretionary programs under SAFETEA-LU where all States could fairly compete for funding.

I want to thank Chairman OBERSTAR, Chairman COSTELLO, Ranking Members MICA and PETRI for their work to bring about this compromise to move this forward so that States like Missouri

can receive funding under these programs, not only those States that had designated appropriations in SAFETEA-LU.

It is critical for all States to be treated the same, to have these opportunities. This is an important compromise as we continue to work toward a long-term surface transportation bill that is so vital to our economy and growing out of this recession our country has been working through. This is important for jobs.

I congratulate our leadership and our Members and recommend this bill to all of our Members.

Mr. PETRI. Madam Speaker, I continue to reserve.

Mr. COSTELLO. Madam Speaker, at this time I yield 3 minutes to the distinguished chairman of the full committee, Chairman OBERSTAR.

Mr. OBERSTAR. I thank the gentleman for yielding and compliment Mr. COSTELLO on the splendid job he has done in crafting the FAA authorization bill, and the partnership with Mr. PETRI, and also with Mr. MICA, the Republican leader on the committee who once chaired the aviation subcommittee. And together we have fashioned a really solid bill for the future. We passed it in two Congresses. It's well past time for the Senate to act on this bill, and finally they did, 93-0.

However, the current program, the current law, as I expressed in my colloquy with Mr. MICA, is the longest standing FAA authorization bill, simply because we haven't passed the next authorization.

The House has done its job, as it always does, in two Congresses. We first passed this bill in 2007, and were blocked by the White House that threatened veto over certain provisions of the bill. But the Senate never even took it up. We never got close to conference, so we passed it again last year. And now we need an extension.

And we passed the extension, but the FAA came back to us and said, well, before this extension is enacted, we request a technical correction to a provision of the bill relating to formula grants. Within the Airport Improvement Program, this technical correction ensures that sufficient funds will be allocated to formula grants, rather than discretionary grants. And without the correction, FAA said they discovered that there could be insufficient funds to cover formula apportionments after July 4 of this year. So we're taking up this technical correction, sending it over to the other body, in addition to the bill we passed last week.

Now, there is another matter of importance that we've attached to this bill, and that is the correction to the HIRE Act that the House passed, Senate passed, and then we found that when the Senate moved their bill, there was a disruption—I'll be kind about this—to the formula, which has already been discussed by other speakers. Mr. MICA has talked about it; Mr. CUMMINGS just recently, in which four

States get 58 percent of the funds, 22 States get nothing. The other 20 states get scraps. That's not right. And we need to—and we're correcting that in this bill.

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

Mr. COSTELLO. Madam Speaker, I yield 1 additional minute to Mr. OBERSTAR.

Mr. OBERSTAR. So we're sending that back to the other body. Majority Leader REID had cleared the correction that we're sending back with the appropriate members of the Senate committee leadership and the Senate floor leadership, but somehow this correction has gotten bogged down.

I also urge the other body to act on H.R. 4786, which we passed March 10, to correct an additional problem created by the filibuster in the Senate that caused highway authorization to lapse and 1,922 Federal Highway Administration career employees to lose their salaries. They, through no fault of their own, get a 20 percent cut in their bi-weekly pay check. That's unreasonable.

Now we've sent over a bill to the other body with a very clear payment restructuring.

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

Mr. COSTELLO. I yield 1 additional minute to Chairman OBERSTAR.

Mr. OBERSTAR. And the Secretary of Transportation said that he has made the shift within the administrative account, but cannot make the payment because he needs authority from Congress to do so. So we quickly drafted the bill with their technical input, moved the bill, with great bipartisan support, great enthusiasm over here; but then there is a Member of the other body who is holding it up, saying he wants it paid for.

Well, the Congressional Budget Office has certified to us in writing that there is no cost, there is no need for a pay-for. There is no need for an offset. We said that at the time we moved this bill. We had received it informally from CBO. We now have it in writing from CBO. So there is no need to hold up justice for these 1,922 employees who, through no fault of their own, just standing there doing their jobs, were cut off from their pay because of one person's filibuster over in the other body.

It's time to do justice for these people. Don't hold them up for a month if this goes on longer. This is just patently unjust. I urge the Senate to act on this bill.

□ 1115

Mr. PETRI. I yield 1 minute to the Representative from Nevada, a member of the subcommittee, Ms. TITUS.

Ms. TITUS. Madam Speaker, I thank the gentleman for the courtesy of yielding.

I rise today in support of this legislation and in support of the provision

that includes “to distribute funds for the projects of national significance and National Corridor Grant programs through existing formulas.”

Under the HIRE Act, funds for these programs went to only 29 States based on whether they had earmarked projects under SAFETEA-LU. Some States were big winners, and others were big losers. Twenty-two States would receive no funding at all, including my State of Nevada. California, Illinois, Louisiana, and Washington, however, would get \$543 million of the \$932 million allocated. The legislation we are considering today would correct this inequity.

In Nevada, it would mean an additional \$7.7 million for transportation programs. It is an important piece of legislation, and I urge its passage.

Mr. COSTELLO. Madam Speaker, I would ask how much time we have remaining.

The SPEAKER pro tempore. The gentleman from Illinois has 1 minute. The gentleman from Wisconsin has 9½ minutes.

Mr. COSTELLO. Madam Speaker, let me say, with the action taken by the Senate on Monday of this week, we are one step closer to having an FAA reauthorization bill. It is an important piece of legislation. As I stated earlier, the industry generates nearly \$900 billion in economic activity annually that represents 9 percent of our GDP and employs millions of American people.

As our Nation struggles with high unemployment, it is necessary that we pass this legislation and move forward so that we can improve safety, improve congestion, and reduce delays.

I reserve the balance of my time.

Mr. PETRI. I join my colleagues in urging a speedy passage of the measure before us.

I yield back the balance of my time.

Mr. COSTELLO. Madam Speaker, I want to thank both Chairman OBERSTAR, Mr. MICA, and Mr. PETRI, and I would urge passage of H.R. 4915, the Federal Aviation Administration Extension Act of 2010.

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. COSTELLO) that the House suspend the rules and pass the bill, H.R. 4915.

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.

PROVIDING FOR CONSIDERATION OF H.R. 4899, DISASTER RELIEF AND SUMMER JOBS ACT OF 2010

Mr. PERLMUTTER. Madam Speaker, by direction of the Committee on Rules, I call up House Resolution 1204 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 1204

Resolved, That upon the adoption of this resolution it shall be in order to consider in the House the bill (H.R. 4899) making emergency supplemental appropriations for disaster relief and summer jobs for the fiscal year ending September 30, 2010, and for other purposes. All points of order against consideration of the bill are waived except those arising under clause 9 or 10 of rule XXI. The bill shall be considered as read. All points of order against provisions in the bill are waived. The previous question shall be considered as ordered on the bill to final passage without intervening motion except: (1) one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Appropriations; and (2) one motion to recommit.

The SPEAKER pro tempore. The gentleman from Colorado is recognized for 1 hour.

Mr. PERLMUTTER. Madam Speaker, for purposes of debate only, I yield the customary 30 minutes to the gentlewoman from North Carolina (Ms. FOXX). All time yielded during consideration of the rule is for debate only. I yield myself such time as I may consume.

GENERAL LEAVE

Mr. PERLMUTTER. I also ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on House Resolution 1204.

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

There was no objection.

Mr. PERLMUTTER. Madam Speaker, House Resolution 1204 provides for consideration of the Disaster Relief and Summer Jobs Act of 2010 under a closed rule. The rule provides for 1 hour of debate equally divided and controlled by the chair and ranking minority member of the Appropriations Committee. The rule waives all points of order against consideration of the bill except those arising under clause 9 or 10 of rule XXI. The rule provides that the bill shall be considered as read. And, finally, the rule provides one motion to recommit the bill, with or without instructions.

Madam Speaker, we are quickly approaching the beginning of disaster season in the United States. While many natural disasters occur without warning, we can say with certainty that tornadoes, hurricanes, wildfires, and flooding will damage communities across our Nation in the coming 6 months.

Just this week, the residents of North Dakota and Minnesota are breathing a sigh of relief as the Red River flood crested. In my own State of Colorado, throughout our history we have suffered our fair share of destruction by wildfire, tornados, hailstorms, and flooding. In the gentlewoman Ms. FOXX's district, for instance, a major disaster was declared just this year due to severe winter storms and flooding.

We don't know where and we don't know when natural disasters will occur, but our Federal response and re-

lief officials must prepare nonetheless. And when those disasters do happen, Members of Congress will tour the devastation in their district and tell their constituents hurt by the disaster, “I will do everything I can to help you recover from this event.”

Today's bill is the most important thing they can do to help in the recovery and relief efforts. There will be emergency response professionals who worked overtime and need to be reimbursed. There are Federal search and rescue teams which will have to be mobilized. FEMA will have to rebuild public infrastructure and remove debris. FEMA will have to provide temporary shelter to families displaced by the disaster. And, under the Stafford Act, these are all responsibilities of FEMA. There is just no getting around it.

Already this year there have been 18 disasters and three emergency funds in seven States, and the disaster relief fund is about to be exhausted. Given the domestic and international efforts FEMA has undertaken this year, the disaster relief fund will be exhausted within the next month. So this bill replenishes the disaster relief fund with \$5 billion.

This funding can only be used for disaster relief; it cannot be shifted into other accounts. And if it is not spent this year, it will be retained for the fund next year.

Because relief also requires the Federal Government to assist affected small businesses to resume operations, the bill also provides for \$60 million to be funded to the Small Business Administration. And, finally, the bill invests \$600 million into job training and employment services.

This is a vital investment to build upon the progress we have made in the past year to put America back to work.

Because this investment is not an emergency, it is paid for with unobligated Recovery Act dollars. But make no mistake, this bill is about robust emergency response capabilities. Natural disasters don't care about congressional district boundaries. They can happen anywhere in our country.

I hope Members see the importance of this bill and make the right vote to ensure FEMA and our Federal disaster relief and recovery officials have the resources they need to help your States save lives and rebuild.

I reserve the balance of my time.

Ms. FOXX. Madam Speaker, I thank my colleague for yielding. I yield myself such time as I may consume.

Madam Speaker, despite what the Democrats may say about this bill, my colleagues could be well served to recognize how this bill represents little more than a continuation of the arrogant approach to governing that has pervaded this body since they took control 3 years ago. Let's start by considering the process for which this rule and bill are coming before us today.

This legislation, which spends \$5.7 billion to replenish a FEMA disaster relief account and fund a Department