

### CONGRATULATING BELLARMINE KNIGHTS

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

Mr. YARMUTH. Mr. Speaker, in Louisville, we have a lot to be proud of—the Kentucky Derby, the Louisville Slugger, Muhammad Ali—and now the NCAA Division II Men's Basketball Champion Bellarmine Knights.

Led by Coach Scott Davenport, the Knights finished their regular season with 24 wins, won their second consecutive conference title, and stormed through the NCAA tournament to bring home the university's first national championship. The Knights corralled Mustangs and tamed Mavericks. And on Saturday, led by all-tourney players Jeremy Kendle and Justin Benedetti, Chris Dowe's 16 points, Luke Sprague's double-double, and clutch free throws from Hobbs and Holmes, the Knights grounded a Jet and sent the Seasideers packing. The Knights are true student athletes who overcame injuries and adversity bound together by trust—trust in their abilities and trust in each other. And let's not forget the trust and support of the fans who traveled by the busload nearly 900 miles to cheer on their Knights.

Mr. Speaker, I ask that you join me today in congratulating Coach Davenport, the team, and the entire Bellarmine community on its 2011 NCAA national championship. This was a victory that made history—and on behalf of everyone in Louisville, we're proud to call the Knights our hometown heroes and national champions.

### MR. PRESIDENT, AMERICA NEEDS ANSWERS

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

Mr. BURGESS. Mr. Speaker, last night, the President took to the airwaves and talked to the Nation about the international efforts that America is leading in Libya. This comes almost 2 weeks after the President gave his approval for the United States to be involved in the action in Libya. The President discussed the United States' interest in the conflict, the limited involvement of the United States military, and the role of other countries. What the President failed to deliver was a clear articulation on what is America's role in this conflict. Putting our men and women in harm's way while not knowing the specifics of how and why is not just unacceptable, it is dangerous.

Mr. President, you need to be more forthcoming. The American people need more information. The American people certainly deserve answers. The explanation last night was disappointing, and we find ourselves even more frustrated as specific information was not provided. What is the exit strategy? What is the endgame? What

are our goals? How are we going to ensure that the next government of Libya is not even more hostile than the current regime?

The President does need to follow through with his actions. We need to have the resolve to see this through. The President waited too long to address the Nation. Certainly, the Congress needed to be involved. And certainly the American people needed to be involved.

□ 1410

### ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

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

Record votes on postponed questions will be taken after 6:30 p.m. today.

### AIRPORT AND AIRWAY EXTENSION ACT OF 2011

Mr. PETRI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1079) 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 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. 1079

*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 "Airport and Airway Extension Act of 2011".

#### 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, 2011" and inserting "May 31, 2011".

(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, 2011" and inserting "May 31, 2011".

(2) PROPERTY.—Clause (ii) of section 4271(d)(1)(A) of such Code is amended by striking "March 31, 2011" and inserting "May 31, 2011".

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

#### 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, 2011" and inserting "June 1, 2011"; and

(2) by inserting "or the Airport and Airway Extension Act of 2011" 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, 2011" and inserting "June 1, 2011".

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

#### SEC. 4. EXTENSION OF AIRPORT IMPROVEMENT PROGRAM.

(a) AUTHORIZATION OF APPROPRIATIONS.—

(1) IN GENERAL.—Section 48103 of title 49, United States Code, is amended by striking the 2 paragraphs designated as paragraph (8) and inserting the following:

"(8) \$2,466,666,667 for the 8-month period beginning on October 1, 2010."

(2) OBLIGATION OF AMOUNTS.—Subject to limitations specified in advance in appropriation Acts, sums made available pursuant to the amendment made by paragraph (1) may be obligated at any time through September 30, 2011, 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 8-month period beginning on October 1, 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 2011 were \$3,700,000,000; and

(B) then reduce by 20 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, 2011," and inserting "May 31, 2011,".

#### SEC. 5. EXTENSION OF EXPIRING AUTHORITIES.

(a) Section 40117(l)(7) of title 49, United States Code, is amended by striking "April 1, 2011," and inserting "June 1, 2011,".

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

(1) by striking "March 31, 2011," and inserting "May 31, 2011,"; and

(2) by striking "June 30, 2011," and inserting "August 31, 2011,".

(c) Section 44303(b) of such title is amended by striking "June 30, 2011," and inserting "August 31, 2011,".

(d) Section 47107(s)(3) of such title is amended by striking "April 1, 2011," and inserting "June 1, 2011,".

(e) Section 47115(j) of such title is amended by striking "April 1, 2011," and inserting "June 1, 2011,".

(f) Section 47141(f) of such title is amended by striking "March 31, 2011," and inserting "May 31, 2011,".

(g) Section 49108 of such title is amended by striking "March 31, 2011," and inserting "May 31, 2011,".

(h) Section 161 of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 47109 note) is amended by striking "April 1, 2011," and inserting "June 1, 2011,".

(i) Section 186(d) of such Act (117 Stat. 2518) is amended by striking "April 1, 2011," and inserting "June 1, 2011,".

(j) The amendments made by this section shall take effect on April 1, 2011.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Wisconsin (Mr. PETRI) and the gentleman from Massachusetts (Mr. CAPUANO) each will control 20 minutes. The Chair recognizes the gentleman from Wisconsin.

GENERAL LEAVE

Mr. PETRI. Mr. Speaker, I ask unanimous consent that all Members have 5

legislative days in which to revise and extend their remarks and to include extraneous material on H.R. 1079.

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

There was no objection.

Mr. PETRI. Mr. Speaker, I would like to include in the CONGRESSIONAL RECORD the exchange of letters concerning H.R. 1079 between the Committee on Ways and Means and the Committee on Transportation and Infrastructure.

COMMITTEE ON WAYS AND MEANS,  
HOUSE OF REPRESENTATIVES,  
Washington, DC, March 22, 2011.

Hon. JOHN MICA,  
Chairman, Committee on Transportation and Infrastructure, 2165 Rayburn House Office Building, Washington, DC.

DEAR CHAIRMAN MICA: I am writing concerning H.R. 1079, the "Airport and Airway Extension Act of 2011," which is expected to be scheduled for floor consideration the week of March 28, 2011.

As you know, the Committee on Ways and Means has jurisdiction over the Internal Revenue Code. Sections 2 and 3 of this bill amend the Internal Revenue Code of 1986 by extending the current Airport and Airway Trust Fund (AATF) expenditure authority and the associated Federal excise taxes to May 31, 2011. In order to expedite H.R. 1079 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. In that regard, I would note that the Committee on Ways and Means recently favorably reported H.R. 1034, the "Airport and Airway Trust Fund Financing Reauthorization Act of 2011," which would provide a similar, but longer-term reauthorization, through September 30, 2014, of the AATF expenditure authority and associated excise taxes.

I would appreciate your response to this letter, confirming this understanding with respect to H.R. 1079, 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.

COMMITTEE ON TRANSPORTATION AND  
INFRASTRUCTURE, HOUSE OF REPRESENTATIVES,  
Washington, DC, March 23, 2011.

Hon. DAVE CAMP,  
Chairman, Committee on Ways and Means, 1102 Longworth House Office Building, Washington, DC.

DEAR MR. CHAIRMAN: Thank you for your letter regarding H.R. 1079, the "Airport and Airway Extension Act of 2011." The Committee on Transportation and Infrastructure recognizes the Committee on Ways and Means has a jurisdictional interest in H.R. 1079, and I appreciate your effort to facilitate consideration of this bill.

I concur with you that forgoing action on H.R. 1079 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.

Finally, I appreciate your decision to forgo further consideration on H.R. 1034, the "Air-

port and Airway Trust Fund Financing Reauthorization Act of 2011," which would provide a longer-term reauthorization of the Airport and Airway Trust Fund expenditure authority and associated excise taxes. This bill was sequentially referred to the Committee on Transportation and Infrastructure.

I will include our letters on H.R. 1079 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.

Mr. Speaker, I yield such time as he may consume to the principal author of the bill and the chairman of the Transportation Committee, our colleague from the State of Florida, JOHN MICA.

Mr. MICA. Mr. Speaker and my colleagues, this is an extension of what would be known as the "aviation bill." I come before the House asking for one extension under the leadership of the new majority in Congress. I also come to the floor to explain the history of how we got here today with 17 extensions.

In 2001, I had the honor and privilege of being named the chair of the Aviation Subcommittee. Not knowing what the future would hold, of course, all of our lives changed on September 11, 2001, and mine did, too.

In 2003, we passed a 4-year authorization: The Federal Government must provide authorization and set the policy for the operation of our Nation's aviation system and for the FAA, which is the primary and lead agency. The bill that we passed in 2003 sets forth the policy and the funding for all the projects and everything eligible for Federal participation. It authorizes all the programs. When we did that again in 2003, we did a 4-year bill.

In 2007, the bill that I helped author and that we brought before the Congress—again after the fateful days of 2001, after the tragedy, and again after the difficulty the aviation industry saw from 2001 to 2003—the bill that expired in 2007, the 4-year bill, was extended some 17 times. That is shameful and irresponsible that we find ourselves in a situation where we haven't passed policy.

Now, why is this important?

Most of the emphasis in this Congress should be on getting people back to work. If we have people working, most of our problems are solved. The States would have revenue, and the Federal Government would have revenue. Yet it's absolutely amazing, when you have the aviation industry, which accounts for 9.2 percent of our gross domestic product and activity in the United States—9.2 percent—that the Federal Government and Congress did not have in place a long-term policy and blueprint, which is set forth in that authorization legislation. So 17 times we've come to the floor, and there have been these short-term ex-

tensions of the bill that we passed originally in 2003 and that expired in 2007. That's the situation we find ourselves in.

Now, several weeks ago, we did pass in the Transportation and Infrastructure Committee a long-term 4-year bill. The Senate has acted, the other body, and they've passed a bill. If it had been just our committee, we probably could have had the bill up a little bit quicker, but we do rely on several other committees to add input into this process. We have the Science, Space, and Technology Committee, which just before we left last week completed their portion of the bill. We have the Ways and Means Committee, which also has part of the financial responsibility, the Ways and Means' responsibility, in the legislation for the extension, and they finished their work.

We do need a little bit more time to come to conference, and I pledge an open conference. In the past, legislation has been decided behind closed doors. I hope this to be an open process. This extension will run us through May 31, I believe, of this year, the end of May, and it is my hope that the first bill that we can get done will be done with this one extension for, again, authorizing all of our aviation programs for the Nation.

So that's the situation we find ourselves in. We need to pass this legislation because the current 17th extension expires at the end of this week, and we must have this in place to make certain that we can even function in any manner, even though we don't have all the details of new legislation in place, which I pledge to do in the next 60 days.

With that explanation, I would like to thank the chairman of the Aviation Subcommittee, the gentleman and our leader on aviation issues, Mr. PETRI.

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

Mr. Speaker, I rise in support of H.R. 1079, the Airport and Airway Extension Act of 2011.

As you heard, this is the 18th short-term extension for FAA programs. With the enactment of a long-term FAA reauthorization in sight, as the chairman has just mentioned—and we all look forward to that—I want to echo my colleague's hopes that this will be the last short-term extension. I know, if we have to have one, we'll probably do one, but we all hope that it's the last one we do.

Without the enactment of this bill, the FAA's funding, programs, and expenditure authority would lapse on March 31. This clean and straightforward extension will keep the FAA operating at current funding levels for another 2 months, through May 31. It will give Congress time to work out the long-term reauthorization. Yet I want to be clear: While I support this short-term extension bill, I have serious concerns about H.R. 658, the long-term

FAA reauthorization bill, which I expect the House may try to take up this week.

In fiscal year 2010, the FAA's major programs were funded at approximately \$16 billion. H.R. 658, the FAA Reauthorization and Reform Act of 2011, is a 4-year reauthorization that would reduce the FAA's annual funding to approximately 2008 appropriation levels, \$14.9 billion, for the remainder of 2011 and then each year through fiscal year 2014. H.R. 658 would effectively cut, roughly, \$1 billion annually and almost \$4 billion total below current funding levels for FAA's budget over the next 4 years. These proposed cuts will have dire consequences on our Nation's infrastructure, jobs, and the economy.

Mr. Speaker, in February, the House Aviation Subcommittee held a hearing for industry stakeholders to testify about FAA reauthorization. In response to a question that I posed, witnesses representing the aerospace industry, general aviation manufacturers, general aviation pilots, airports, air traffic controllers, and FAA managers all testified that Congress could not cut \$1 billion annually from the FAA's budget without harming safety-sensitive programs or hampering the industry. At the same hearing, Ms. Marion Blakey, the FAA administrator under President George W. Bush, stated: "The prospect is really devastating to jobs and to our future."

Every \$1 billion of Federal investment in infrastructure creates or sustains approximately 35,000 jobs. Yet H.R. 658 would cut the airport improvement grants for runway construction and safety enhancements by almost \$2 billion. Cuts to airport improvement grants alone would cost the Nation 70,000 jobs.

□ 1420

So let's be clear about one thing: The FAA reauthorization bill that we will consider later this week will not create jobs; it will destroy them. Although much work is ahead of us, I'm optimistic that Congress will be able to enact a long-term bill and we will not be considering a 19th short-term extension this summer. For the present, however, this particular extension, this bill before us today, I support, and I urge my colleagues to support it.

I yield back the balance of my time.

Mr. PETRI. I would just like to observe to my colleague, we will have plenty of opportunity to defend and debate the overall reauthorization later this week. The reauthorization bill is broadly supported by the industry affected. We may differ on some portions of it, but one of the major features of the reauthorization is to put in place a strengthened framework and benchmarks for NextGen; and as that new technology is deployed, almost every expert we've had testifying before the committee has said it will markedly increase the efficiency and safety of the aviation industry and reduce fuel

use by some 25 percent, helping the environment and our import situation as well.

In any event, I would like to mention that the current reauthorization extension, the short-term extension before us, has bipartisan support. I would urge my colleagues in both parties to support it.

I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Wisconsin (Mr. PETRI) that the House suspend the rules and pass the bill, H.R. 1079.

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.

#### GENERAL LEAVE

Mrs. BIGGERT. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.R. 839 and to insert extraneous material thereon.

The SPEAKER pro tempore (Mr. PETRI). Is there objection to the request of the gentlewoman from Illinois?

There was no objection.

#### THE HAMP TERMINATION ACT OF 2011

The SPEAKER pro tempore. Pursuant to House Resolution 170 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 839.

□ 1425

#### 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 consideration of the bill (H.R. 839) to amend the Emergency Economic Stabilization Act of 2008 to terminate the authority of the Secretary of the Treasury to provide new assistance under the Home Affordable Modification Program, while preserving assistance to homeowners who were already extended an offer to participate in the Program, either on a trial or permanent basis, with Mr. POE of Texas in the chair.

The Clerk read the title of the bill.

The CHAIR. Pursuant to the rule, the bill is considered read the first time.

The gentlewoman from Illinois (Mrs. BIGGERT) and the gentleman from Massachusetts (Mr. FRANK) each will control 30 minutes.

The Chair recognizes the gentlewoman from Illinois.

Mrs. BIGGERT. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I rise in support of H.R. 839, the Home Affordable Modi-

fication Program, or HAMP, Termination Act and commend my colleague from North Carolina (Mr. MCHENRY) for introducing this bill.

H.R. 839, the HAMP Termination Act, would put an end to the poster child for failed Federal foreclosure programs. Announced by the administration in February 2009 and launched in March 2009, the program has languished for 2 years, hurt hundreds of thousands of homeowners, and must come to an end.

According to the Congressional Budget Office, this bill would save \$1.4 billion over 10 years. To date, the HAMP program has already consumed \$840 million of the more than \$30 billion of TARP funds that were set aside for the program. For this extraordinary investment, the administration predicted that 3 to 4 million homeowners would receive help.

Sadly, for many American homeowners, the program has been an abysmal failure. In fact, HAMP has hurt more homeowners than it has helped. The program has completed about 540,000 mortgage modifications. Another 740,000 unlucky homeowners had the rug pulled out from under them: their modifications were cancelled. Even the Government Accountability Office, GAO, commented that "more borrowers have had their trial modifications cancelled than have received permanent modifications."

Earlier this month, on March 2, the Financial Services Subcommittee on Insurance, Housing, and Community Opportunity received testimony from the Special Inspector General for the Troubled Asset Relief Program, SIGTARP, Neil Barofsky. He exposed the most hazardous failing of the program, noting that "there have been countless published reports on HAMP participants who end up worse off for having engaged in a futile attempt to obtain the sustainable relief that the program promised. Failed trial modifications often leave borrowers with more principal outstanding on their loans, less home equity, depleted savings, and worse credit scores." He continued by saying that "worst of all, even in circumstances where they never missed a payment, they may face back payments, penalties, and even late fees that suddenly become due on their 'modified' mortgages and that they are unable to pay, thus resulting in the very loss of their homes that HAMP was meant to prevent."

Mr. Chairman, many of my own constituents, like homeowners around the country, were lured into HAMP with the promise of relief. In the end, these misled homeowners ended up with no permanent modification, tens of thousands of dollars deeper in debt. One of my constituents reported that after many, many months under a trial modification, he was rejected from the program and immediately handed a bill for \$42,000 in back payments, penalties, and late fees. How is that an effective foreclosure protection?