

tools to the VA contracting staff that essentially gave service-disabled veteran-owned small businesses preference in small business set-aside contracts while not ignoring the VA's other statutory set-aside goals such as for firms qualified as HUBZone and minority-owned small businesses. As a result, SBA data for fiscal year 2009 shows that overall Federal spending with service-disabled veteran-owned small businesses was about 1.98 percent, and VA spent nearly 17 percent with service-disabled veteran-owned small businesses.

Clearly, the law was having a positive result for veteran-owned small businesses. Unfortunately, as James Earl Jones said in "Field of Dreams": "If you build it, they will come." The "they" in this case are unscrupulous businesses that falsely claim veteran and disabled-veteran-owned status and the veterans who front for them.

The GAO did a review of 10 firms claiming to be service-disabled veteran-owned small businesses and found that none of them qualified as service-disabled veteran-owned small businesses. Since then, staff has continued to meet with the GAO and VA's Inspector General, and it is fair to say that there is no shortage of businesses fraudulently claiming to be veteran and/or service-disabled veteran-owned small businesses.

The original legislation merely authorized the Secretary of Veterans Affairs to debar these frauds for a period determined by the Secretary. However, given the continuing exposure of firms trying to steal contracts from legitimate veteran small businesses, I feel it necessary to provide some teeth to the law. My bill will direct the Secretary to debar these fraudulent firms and their principals for 5 years, and it would also set a schedule to speed up that action.

Madam Speaker, I note that the VA did not support the bill, citing a one-size-fits-all approach could harm firms who make an honest mistake in claiming status as a veteran or service-disabled veteran-owned small businesses. I again invite the VA to work with us to perfect a bill that will discourage frauds while protecting these contracts for valid veteran and service-disabled veteran-owned small businesses.

I believe that at a time when the economy is very difficult and veterans are looking to either start their business or go back to work, this bill will ultimately meet the need and protect those veterans and the businesses that are available to them.

I thank my distinguished ranking member, Mr. BRALEY, for his bipartisan support, as well as Chairman MILLER and Ranking Member FILNER for bringing H.R. 1657 to the House. I urge Members to support the bill.

Mr. WALZ of Minnesota. Madam Speaker, I reserve the balance of my time.

Mr. MILLER of Florida. Madam Speaker, I yield 2 minutes to the gen-

tleman from Michigan, Dr. BENISHEK, an able member of our committee and this subcommittee.

□ 1650

Mr. BENISHEK. Madam Speaker, I rise in support of H.R. 1657. I want to thank Congressman STUTZMAN for his leadership on this bill.

Before coming to Congress, I spent 20 years as a physician working at the VA health care system at Iron Mountain, and I am fortunate at this time to represent 68,000 veterans who call Michigan's First District home. When those veterans in my district decided to serve their country, they gave up the opportunity to pursue experience in a civilian career. Recognizing this sacrifice, Congress enacted laws giving service-disabled veteran owned small businesses preference when competing for government contracts.

Unfortunately, in a 2009 report, the GAO estimated that more than \$100 million dollars had been awarded to firms that fraudulently claimed service-disabled veteran ownership due to "significant control weaknesses" within the Department of Veterans Affairs and the Small Business Administration. By expediting the debarment process and strengthening the penalties for those who misrepresent their status, this new bill provides more protection for service-disabled veteran owned businesses.

I urge my colleagues to vote with me in support of this bill.

Mr. WALZ of Minnesota. Madam Speaker, again I thank the chairman of the full committee, the chairmen of the subcommittees, Ranking Member FILNER, and the subcommittee ranking members.

We put together four good bipartisan pieces of legislation to serve our veterans to make sure we strengthened the things that they have so rightfully earned, making the commitment of this Nation stronger to them. It's absolutely appropriate we do that as we move towards Memorial Day. And again, as I said when we began, Mr. Chairman, I think certainly one place where it's Memorial Day every year is in the committee, making sure we're fighting for those veterans, their families, getting it right. And I very much appreciate the sense of bipartisanship as we get that done.

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

GENERAL LEAVE

Mr. MILLER of Florida. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks on H.R. 1657 and H.R. 1383, as amended.

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

There was no objection.

Mr. MILLER of Florida. Once again, I encourage all Members to support H.R. 1657.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Florida (Mr. MILLER) that the House suspend the rules and pass the bill, H.R. 1657.

The question was taken.

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

Mr. MILLER of Florida. 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.

AIRPORT AND AIRWAY EXTENSION ACT OF 2011, PART II

Mr. PETRI. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1893) 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. 1893

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, Part II".

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 "May 31, 2011" and inserting "June 30, 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 "May 31, 2011" and inserting "June 30, 2011".

(2) PROPERTY.—Clause (ii) of section 4271(d)(1)(A) of such Code is amended by striking "May 31, 2011" and inserting "June 30, 2011".

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on June 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 "June 1, 2011" and inserting "July 1, 2011"; and

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

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on June 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 paragraph (8) and inserting the following:

“(8) \$2,636,250,000 for the 9-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 9-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 \$3,515,000,000; and

(B) then reduce by 15 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 “May 31, 2011,” and inserting “June 30, 2011.”

SEC. 5. EXTENSION OF EXPIRING AUTHORITIES.

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

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

(1) by striking “May 31, 2011,” and inserting “June 30, 2011,”; and

(2) by striking “August 31, 2011,” and inserting “September 30, 2011.”

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

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

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

(f) Section 47141(f) of such title is amended by striking “May 31, 2011,” and inserting “June 30, 2011.”

(g) Section 49108 of such title is amended by striking “May 31, 2011,” and inserting “June 30, 2011.”

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

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

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

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

The Chair recognizes the gentleman from Wisconsin.

GENERAL LEAVE

Mr. PETRI. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 1893.

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

There was no objection.

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

Let me note that for the third consecutive Congress we're working to

enact a multiyear reauthorization bill for the FAA. I remain hopeful that we will be able to complete a long-term reauthorization in the very near future and send it to the President for his signature.

We're currently working with the Senate to finish negotiations to reconcile the differences between the Senate and the House versions. I know I, for one, am committed to passing a long-term reauthorization that will allow the FAA to continue making progress in modernizing our system, utilizing new technologies, and making other improvements.

However, the current FAA extension expires at the end of this month. H.R. 1893 is a clean, short-term extension of FAA funding and programs through June 30. It allows important safety and capacity projects at our Nation's airports to continue at the funding levels contained in the recently passed continuing resolution for fiscal year 2011.

This extension is a prudent precaution to ensure that the FAA is able to continue operating until negotiations for a long-term FAA reauthorization are completed. I urge my colleagues to support the resolution.

COMMITTEE ON WAYS AND MEANS,
HOUSE OF REPRESENTATIVES,
Washington, DC, May 23, 2011.

Hon. JOHN MICA,
Chairman, Committee on Transportation and Infrastructure, Washington, DC.

DEAR CHAIRMAN MICA: I am writing concerning H.R. 1893, the “Airport and Airway Extension Act of 2011, Part II” which is expected to be scheduled for floor consideration today.

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 June 30, 2011. In order to expedite H.R. 1893 for floor consideration, the Committee will forgo action on the bill. This is being done with the understanding that it does not in any way prejudice the Committee with respect to the appointment of conferees or its jurisdictional prerogatives on this or similar legislation.

I would appreciate your response to this letter, confirming this understanding with respect to H.R. 1893, and would ask that a copy of our exchange of letters on this matter be included in the Congressional Record during Floor consideration.

Sincerely,

DAVE CAMP
Chairman.

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

Hon. DAVE CAMP,
Chairman, Committee on Ways and Means, Washington, DC.

DEAR MR. CHAIRMAN: Thank you for your letter regarding H.R. 1893, the “Airport and Airway Extension Act of 2011, Part II.” The Committee on Transportation and Infrastructure recognizes the Committee on Ways and Means has a jurisdictional interest in H.R. 1893, and I appreciate your effort to facilitate consideration of this bill.

I concur with you that forgoing action on H.R. 1893 does not in any way prejudice the

Committee on Ways and Means with respect to its jurisdictional prerogatives on this bill or similar legislation in the future, and I would support your effort to seek appointment of an appropriate number of conferees to any House-Senate conference involving this legislation.

I, or my designee, will include our letters on H.R. 1893 in the Congressional Record during House Floor consideration of the bill. Again, I appreciate your cooperation regarding this legislation, and I look forward to working with the Committee on Ways and Means as the bill moves through the legislative process.

Sincerely,

JOHN L. MICA,
Chairman.

I reserve the balance of my time.

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

Madam Speaker, I rise today in support of H.R. 1893, the Airport and Airway Extension Act of 2011, Part II. This bill is a clean extension of the Federal Aviation Administration's authority to spend from the Airport and Airway Trust Fund and to carry out airport improvement projects at current levels through June 30, 2011.

In February, the Senate approved a bipartisan comprehensive FAA reauthorization bill by a wide 87-8 vote margin. Passage of the Senate bill was applauded by both labor and industry stakeholders, and it was estimated that the bill would create at least 150,000 jobs.

By contrast, last month the House approved a controversial FAA reauthorization bill, H.R. 658, by a party-line vote by the narrowest vote margin in almost 30 years. The White House has threatened to veto the legislation, and the House bill has been criticized by the FAA, the National Transportation and Safety Board, Captain Sully Sullenberger, the families of Colgan Air Flight 3407 who lost loved ones in Buffalo, New York, and in the press because it would undermine aviation safety efforts.

For several weeks we have worked with the Senate to resolve a number of differences between the two bills. However, the most controversial aspects of the House FAA reauthorization bill—the arbitrary \$4 billion funding cuts that will have a negative impact on aviation safety and our economy, and a provision that repeals a Federal rule on fair labor elections and mounts an assault on collective bargaining rights—have not been resolved or dropped from the bill.

So despite assurances from our friends on the Republican side of the aisle that we would not have another FAA extension, Congress must now enact the 19th short-term extension. If the House Republicans continue to insist on these controversial poison pill provisions, the enactment of a long-term bill this year is in serious jeopardy, and we will be back here on the floor for more extensions in the future.

We all agree that the FAA desperately needs the stability and direction that a long-term reauthorization

would provide. Further, the American public deserves a long-term FAA reauthorization bill that will create jobs, improve safety, and modernize our infrastructure. But the House FAA reauthorization bill would not accomplish any of these objectives.

I will again say, as I have said many times before, I will work with my colleagues across the aisle to produce a fair bill that can not only pass the House but also pass the Senate and be signed into law by the President. Let us strip the partisan poison pills from this bill and enact a long-term, bipartisan FAA bill that will create jobs and keep our economy moving throughout the 21st century, and make this our last extension.

For the present time, however, this extension is necessary, and I urge my colleagues to support it.

I yield back the balance of my time.
Mr. RAHALL. Madam Speaker, I rise in support of H.R. 1893, the "Airport and Airway Extension Act, Part II." This bill gives Congress another month to complete work on a long-term reauthorization of Federal Aviation Administration programs. I said this of the most recent extension almost two months ago, and I will say it again: I hope this bill will be the last FAA extension bill for a long time.

As my colleagues know, the House and Senate each passed long-term reauthorization bills earlier this year. Staffs have made good progress in negotiations to resolve a number of differences between the two bills; there are just a few open issues remaining.

The long-term bill's success, however, will depend on how those open issues are resolved. They are important issues. Many of them, I regret to say, have been controversial issues from day one. House Republicans have proposed to renege on our commitment to small communities and to end essential air service everywhere but Alaska; the Senate bill does not. House Republicans have proposed to repeal a National Mediation Board rule that guarantees fundamental fairness for airline and railroad workers deciding whether to join a union; the Senate bill does not. The House bill slashes funding for airports and FAA programs, with the mandate for the agency to somehow "do more with less," when all available evidence clearly shows the agency will do less with less. The Senate bill does not.

These are differences that must be worked out, and I believe they can be worked out if both sides come together in good faith, put partisanship aside, and resolve to keep America's aviation system the world's best and finest. I look forward to working with my colleagues in this chamber and with our Senate counterparts to enact a lasting, long-term reauthorization that creates jobs, improves safety, and serves the interests of the flying public.

For the meantime, however, this one-month extension is necessary. Without its enactment, the FAA's funding, programs, and expenditure authority would lapse on May 31. H.R. 1893 will keep the FAA operating for another month, through June 30. It will give Congress one more month to complete work on a long-term reauthorization, and I urge my colleagues to support it.

□ 1700

Mr. PETRI. Madam Speaker, 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. 1893.

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.

COMMUNICATION FROM THE HONORABLE GENE GREEN, MEMBER OF CONGRESS

The SPEAKER pro tempore laid before the House the following communication from the Honorable GENE GREEN, Member of Congress:

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, DC, May 23, 2011.

Hon. JOHN A. BOEHNER,
Speaker, House of Representatives,
Washington, DC

DEAR MR. SPEAKER: This is to notify you formally pursuant to Rule VIII of the Rules of the House of Representatives that I have been served with a subpoena for documents issued by the United States Department of Labor's Office of Administrative Law Judges in connection with a worker's compensation claim pending before that Office.

After consultation with the Office of General Counsel, I have determined that compliance with the subpoena is consistent with the privileges and rights of the House.

Sincerely,

GENE GREEN,
Member of Congress.

RECESS

The SPEAKER pro tempore (Ms. FOXX). Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 6:30 today.

Accordingly (at 5 o'clock and 3 minutes p.m.), the House stood in recess until approximately 6:30 p.m.

□ 1830

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. PRICE of Georgia) at 6 o'clock and 30 minutes p.m.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 1216, REPEALING MANDATORY FUNDING FOR GRADUATE MEDICAL EDUCATION; PROVIDING FOR CONSIDERATION OF H.R. 1540, NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2012; AND WAIVING REQUIREMENT OF CLAUSE 6(a) OF RULE XIII WITH RESPECT TO CONSIDERATION OF CERTAIN RESOLUTIONS

Ms. FOXX, from the Committee on Rules, submitted a privileged report (Rept. No. 112-86) on the resolution (H. Res. 269) providing for consideration of the bill (H.R. 1216) to amend the Public

Health Service Act to convert funding for graduate medical education in qualified teaching health centers from direct appropriations to an authorization of appropriations; providing for consideration of the bill (H.R. 1540) to authorize appropriations for fiscal year 2012 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for fiscal year 2012, and for other purposes; and waiving a requirement of clause 6 (a) of rule XIII with respect to consideration of certain resolutions reported from the Committee on Rules, which was referred to the House Calendar and ordered to be printed.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on motions to suspend the rules previously postponed.

Votes will be taken in the following order:

H.R. 1627, by the yeas and nays;

H.R. 1383, by the yeas and nays;

H.R. 1657, by the yeas and nays.

The first electronic vote will be conducted as a 15-minute vote. Remaining electronic votes will be conducted as 5-minute votes.

HONORING AMERICAN VETERANS ACT OF 2011

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and pass the bill (H.R. 1627) to amend title 38, United States Code, to provide for certain requirements for the placement of monuments in Arlington National Cemetery, and for other purposes, as amended, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Florida (Mr. MILLER) that the House suspend the rules and pass the bill, as amended.

The vote was taken by electronic device, and there were—yeas 380, nays 0, not voting 51, as follows:

[Roll No. 330]
YEAS—380

Ackerman	Berman	Burton (IN)
Adams	Biggart	Calvert
Aderholt	Bilbray	Camp
Akin	Bilirakis	Campbell
Alexander	Bishop (GA)	Canseco
Altmire	Bishop (NY)	Cantor
Amash	Black	Capito
Austria	Blackburn	Capps
Baca	Bonner	Capuano
Bachmann	Bono Mack	Cardoza
Bachus	Boren	Carnahan
Baldwin	Boswell	Carney
Barletta	Boustany	Carson (IN)
Barrow	Brady (PA)	Cassidy
Bartlett	Brady (TX)	Castor (FL)
Bass (CA)	Brooks	Chabot
Bass (NH)	Broun (GA)	Chaffetz
Becerra	Buchanan	Chu
Benishek	Bucshon	Cicilline
Berg	Buerkle	Clarke (MI)
Berkley	Burgess	Cleaver