

PRAYER

The Chaplain, the Reverend Patrick J. Conroy, offered the following prayer: Dear God, we give You thanks for giving us another day.

As we begin the final week before the August recess, we give You thanks as well for the recent progress made over the weekend and ask Your blessing on the Members of the people's House in completing their work on the important legislation that demands their attention.

May goodwill and a common love for our Nation and its people abound in this assembly. Bless the work of the Members, their staff, and all who labor to complete the unfinished work at hand.

As always, may all that is done today and for the rest of this week be for Your greater honor and glory.

Amen.

THE JOURNAL

The SPEAKER pro tempore. The Chair has examined the Journal of the last day's proceedings and announces to the House his approval thereof.

Pursuant to clause 1, rule I, the Journal stands approved.

PLEDGE OF ALLEGIANCE

The SPEAKER pro tempore. Will the gentleman from Tennessee (Mr. COHEN) come forward and lead the House in the Pledge of Allegiance.

Mr. COHEN led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

EBOLA OUTBREAK

(Mr. WOLF asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. WOLF. Mr. Speaker, the picture on the front page of this morning's New York Times is about the latest deadly outbreak of Ebola in Africa. This horrible disease knows no borders and has already claimed the lives of 660 people in four countries since it was first detected in March.

The White House needs to pull together the CDC, NIH, State Department, USAID, the World Health Organization, and other Western governments to stave off this outbreak before it spreads further. I am concerned that there is not a sufficient plan in place, either in Africa or in the event that it spreads to the U.S.

We live in a global world. We need a clear plan and strong leadership now. We cannot wait until a case shows up in the United States.

THE WAR ON MARIJUANA

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

Mr. COHEN. Mr. Speaker, Sunday's New York Times editorial page—the entire page, a very unusual circumstance—was dedicated to ending our crazy and unsuccessful and expensive war on marijuana, emphasizing that the war on marijuana costs us much money in prosecuting and also ruins people's lives. It costs us more than it protects, and it has a disparate impact on African Americans and minorities, as they are much more likely to be arrested, have a scarlet M on their chest for the rest of their lives, denying them public housing, scholarships, and often jobs.

It is time we left the situation to the States, like we did with alcohol, the last prohibition we had in this country, and let the States make these decisions, as Colorado and Washington have, the laboratories of democracy. Let's make sense of our drug policies and drug laws and not have marijuana and heroin in the same class.

A CRISIS ON THE TEXAS BORDER

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

Mr. BURGESS. Mr. Speaker, as everyone knows now, there is a crisis on the Texas border. And what is the proximate cause of that crisis? It was the President's decision to defer adjudication for childhood arrivals a little over 2 years ago. When the President issued his memorandum, stating that deferred adjudication was now possible, the floodgates opened.

To make that call was irresponsible. But once again, we heard evidence this weekend that the President is, again, thinking of overstepping his authority.

Mr. Speaker, this would only throw gasoline on a fire. We need legislation that will allow for more sensible solutions to be put in place. The executive overreach effectively called for no-holds-barred at the border and has caused great strain on our system.

No one but the President has the power to remedy this legislation. By issuing the order 2 years ago, the President opened the floodgates. It is up to him to quench the bleeding.

FIREFIGHTING BUDGET

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

Mr. DEFAZIO. Mr. Speaker, the end of this week begins the August recess, or district work period. Some of us will go home working—and I am going home to a State that is on fire. We have four major fires, and many dozens of other fires are burning in Oregon, Washington, California, Nevada, and Utah.

The Forest Service and the BLM have about exhausted their budget for fighting fires. They can't stop fighting fires. So they are going to have to gut their other budgets, including budgets that would mitigate future fire risk,

fuel reduction, and other programs. They will also cut recreation and other things that people really care about. Congress has not seen fit to give them adequate money.

There is a bipartisan, bicameral proposal, supported by the President—that is about the rarest thing in Washington, D.C., these days—to give the Forest Service and the BLM the tools they need, an adequate budget, and for these extreme fires—the 1 percent that cost 30 percent of the budget—treat those like emergencies, like we do floods, hurricanes, and tornadoes.

What have the Republicans done with this? Nothing. Nada. Zip. Not one hearing. Not one mention, except in the Ryan budget, where he said he didn't support that approach; they should just gut their budgets, or we should kill some other program to pay for fighting fires.

HOLD THE PRESIDENT RESPONSIBLE FOR HIS BORDER CRISIS

(Mr. SMITH of Texas asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. SMITH of Texas. Mr. Speaker, it is not too late to do the right thing, and that is hold the President responsible for his immigration policies.

His ignoring immigration laws and weakening immigration laws through executive orders has caused the border crisis. It has encouraged tens of thousands of illegal immigrants to undertake a dangerous journey north.

The burden rests on the President to enforce current immigration laws. Otherwise, he will continue to reap the whirlwind of displaced families and an unsecure border.

To those who say, "We have to do something," the answer is, "Yes, tell the President to uphold the Constitution and faithfully execute the laws."

The President doesn't need more power. He doesn't need more money. He just needs to keep his oath of office.

THE MANY ISSUES FACING THE CONGRESS

(Ms. JACKSON LEE asked and was given permission to address the House for 1 minute.)

Ms. JACKSON LEE. Mr. Speaker, let me welcome the young African leaders that are here from all over Africa. They came because they view America as a working government, a government of democracy and collaboration and coalition. So I welcome them. But I also ask my colleagues to show them that government and pass the emergency supplemental now.

The issues at the border, the unaccompanied children, are not the fault of President Obama or any of us who believe in immigration reform. They are the fault of people fleeing violence, prepared to flee from losing their lives.

Just like the unfortunate circumstances in Nigeria, where Boko

Haram is terrorizing people, people are fleeing for their lives. Boko Haram needs to be addressed because they have just kidnapped the Vice Prime Minister's wife in Cameroon. And, as well, we need to bring about some solution to the devastation of Ebola in Liberia, brought to my attention.

Mr. Speaker, there are many issues. We should not go home. We should address them and not point the blame. We need to get to work and do what is right by the people of the world and the American people.

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 later.

TRANSPARENT AIRFARES ACT OF 2014

Mr. SHUSTER. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4156) to amend title 49, United States Code, to allow advertisements and solicitations for passenger air transportation to state the base airfare of the transportation, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4156

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 "Transparent Airfares Act of 2014".

SEC. 2. ADVERTISEMENTS AND SOLICITATIONS FOR PASSENGER AIR TRANSPORTATION.

(a) **FULL FARE ADVERTISING.**—Section 41712 of title 49, United States Code, is amended by adding at the end the following:

“(d) **FULL FARE ADVERTISING.**—

“(1) **IN GENERAL.**—It shall not be an unfair or deceptive practice under subsection (a) for a covered entity to state in an advertisement or solicitation for passenger air transportation the base airfare for the air transportation if the covered entity clearly and separately discloses—

“(A) the government-imposed taxes and fees associated with the air transportation; and

“(B) the total cost of the air transportation.

“(2) **FORM OF DISCLOSURE.**—

“(A) **IN GENERAL.**—For purposes of paragraph (1), the information described in paragraphs (1)(A) and (1)(B) shall be disclosed in the advertisement or solicitation in a manner that clearly presents the information to the consumer.

“(B) **INTERNET ADVERTISEMENTS AND SOLICITATIONS.**—For purposes of paragraph (1), with respect to an advertisement or solicitation for passenger air transportation that appears on an Internet Web site, the information described in paragraphs (1)(A) and (1)(B) may

be disclosed through a link or pop-up, as such terms may be defined by the Secretary, that displays the information in a manner that is easily accessible and viewable by the consumer.

“(3) **DEFINITIONS.**—In this subsection, the following definitions apply:

“(A) **BASE AIRFARE.**—The term ‘base airfare’ means the cost of passenger air transportation, excluding government-imposed taxes and fees.

“(B) **COVERED ENTITY.**—The term ‘covered entity’ means an air carrier, including an indirect air carrier, foreign carrier, ticket agent, or other person offering to sell tickets for passenger air transportation or a tour or tour component that must be purchased with air transportation.”.

(b) **LIMITATION ON STATUTORY CONSTRUCTION.**—Nothing in the amendment made by subsection (a) may be construed to affect any obligation of a person that sells air transportation to disclose the total cost of the air transportation, including government-imposed taxes and fees, prior to purchase of the air transportation.

(c) **REGULATIONS.**—Not later than 120 days after the date of enactment of this Act, the Secretary shall issue final regulations to carry out the amendment made by subsection (a).

(d) **EFFECTIVE DATE.**—This Act, and the amendments made by this Act, shall take effect on the earlier of—

(1) the effective date of regulations issued under subsection (c); and

(2) the date that is 180 days after the date of enactment of this Act.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania (Mr. SHUSTER) and the gentleman from Oregon (Mr. DEFazio) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania.

GENERAL LEAVE

Mr. SHUSTER. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous materials for the RECORD on H.R. 4156.

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

There was no objection.

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

I rise today in support of H.R. 4156. Let me begin by thanking my colleagues on the Democratic side of the aisle for their helpful support on this bill: Congressmen DEFazio, RAHALL, and RICK LARSEN of Washington. And on the Republican side, I would like to thank Congressmen FRANK LOBIONDO and TOM GRAVES of Georgia for their help and bipartisanship in crafting this bill.

A special thanks to Congressman TOM GRAVES who, in the 112th Congress, introduced similar legislation. He reached out to us early in the process and has been a true leader, helping us craft and move this legislation forward to provide absolute transparency to the flying public through H.R. 4156.

Before I explain the bill, I will enter into the RECORD letters of support for H.R. 4156, which represent a broad spectrum of support from business and labor.

44A, AFA, IAMAW, APA,
CAPA, SWAPA,

April 1, 2014.

DEAR REPRESENTATIVE: We write to urge your support for the Transparent Airfares Act of 2014 (H.R. 4156). This bipartisan legislation will enhance airfare transparency for airline customers by ensuring that they know exactly how much of their ticket price is attributable to federal taxes and fees while still knowing the full price of air travel before they purchase a ticket.

In January 2012, the U.S. Department of Transportation (DOT) fundamentally changed U.S. airline industry advertising practices by implementing a Full Fare Advertising (FFA) rule, which reduced airfare transparency by requiring airlines to include government-imposed taxes and fees in the base price of an advertised fare. DOT's previous advertising rules had been in effect for 25 years—through Democratic and Republican administrations. Under the previous rules, airlines and travel agents were allowed listed government-imposed taxes and fees separately from the base price of a ticket in advertisements—as all other U.S. consumer products, with the exception of gasoline, are sold.

Our industry is critical to the U.S. economy. The U.S. commercial aviation sector drives more than \$1 trillion in annual economic activity—approximately 5 percent of U.S. Gross Domestic Product—and 10 million U.S. jobs. The industry's long-term viability and global competitiveness is threatened by a rising federal aviation tax burden that has increased 30-fold over the last three decades. On a typical \$300 one-stop domestic round-trip ticket, airline customers pay \$62 in federal taxes and fees, or 21 percent of the ticket price. The federal tax bite will increase to \$63 in July when the Transportation Security Administration passenger security fee will more than double from \$2.50 per flight segment to \$5.60 per one-way trip. Consequently, air travel is currently taxed at a higher federal rate than alcohol and tobacco, which are subject to so-called “sin taxes” intended to discourage their use.

Requiring airlines to include rising taxes and fees in advertisements and offers from airline and travel agent websites can dampen demand for travel and ultimately cost even more jobs in an industry that has lost nearly one-third of its work force since 2001, typically resulting in reduced service to small and rural communities. Since air travel is often an optional choice for individual consumers and businesses, even the smallest increase—or perceived increase—in airline tickets costs has a negative impact on travel decisions. In fact, in 2012, the U.S. Government Accountability Office found that a one percent increase in the cost of an airline ticket, including taxes and fees, would result in a one percent reduction in the quantity of tickets sold.

Your support of H.R. 4156 will help enhance airfare transparency for consumers, protect U.S. airline jobs and preserve air service to small and rural communities. We appreciate your consideration of this important legislation and hope that Congress will pass the bill on a strong, bipartisan basis as soon as possible.

Sincerely,

AIRLINES FOR AMERICA,
ASSOCIATION OF FLIGHT
ATTENDANTS—CWA,
INTERNATIONAL
ASSOCIATION OF
MACHINISTS & AEROSPACE
WORKERS,
ALLIED PILOTS
ASSOCIATION,
COALITION OF AIRLINE
PILOTS ASSOCIATION,