

why we added a provision to this bill requiring HHS to coordinate with the Office of Management and Budget in reporting to Congress on legislative changes needed to improve the process of grants administration.

H.R. 3089 strengthens oversight by asking the inspectors general of the largest grant-making agencies to conduct a risk assessment of their agency's grant closeout processes.

I thank Senators FISCHER and MANCHIN for their work on the Senate companion bill, S. 1115, including their work on the bill before the House today.

Mr. Speaker, I urge my colleagues to bring some commonsense steps to the Federal grant-making process by supporting this bill.

I reserve the balance of my time.

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

Mr. Speaker, the legislation under consideration, H.R. 3089, the Grant Oversight and New Efficiency Act, was introduced by my friend Mr. WALBERG of Michigan in July of this year; and it was reported out of the House Oversight Committee with the support of Mrs. BRENDA LAWRENCE, also of Michigan, this month. This bill would require one-time reports from Federal agencies on expired grants.

As noted earlier by Mr. WALBERG, in a report by the Government Accountability Office, Federal agencies do not always close out expired grants properly. In fact, GAO has found that in 2011, nearly \$800 million in undisbursed balances remained in expired grant accounts. That money could be returned to the Treasury and spent on any number of pressing priorities here in the House and Senate.

In particular, Mr. WALBERG's bill, H.R. 3089, would require agencies to report to the Secretary of Health and Human Services and Congress on grants that have expired and whether they have undisbursed balances. The bill would also require agencies to make recommendations on which grants should be closed out immediately as well as explain why certain grants were not properly closed out to begin with.

I commend the Representatives from Michigan, both Mr. WALBERG, our lead sponsor on this bill, and Mrs. LAWRENCE, for their work on this bipartisan bill. This is a commonsense, good government measure that every Member should support.

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

Mr. WALBERG. Mr. Speaker, I thank the gentleman for his support and leadership on the floor. I thank the chairman and ranking member of our committee. Most importantly, I thank my good friend and colleague from Michigan, Congresswoman BRENDA LAWRENCE, for her support and helpful additions to this legislation.

Mr. Speaker, I urge adoption of this commonsense bill.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Michigan (Mr. WALBERG) that the House suspend the rules and pass the bill, H.R. 3089, as amended.

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

A motion to reconsider was laid on the table.

AIRPORT AND AIRWAY EXTENSION ACT OF 2015

Mr. LoBIONDO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3614) to amend title 49, United States Code, to extend authorizations for the airport improvement program, to amend the Internal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3614

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

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the “Airport and Airway Extension Act of 2015”.

(b) TABLE OF CONTENTS.—The table of contents for this Act is as follows:

Sec. 1. Short title; table of contents.

TITLE I—AIRPORT AND AIRWAY PROGRAMS

Sec. 101. Extension of airport improvement program.

Sec. 102. Extension of expiring authorities.

Sec. 103. Federal Aviation Administration operations.

Sec. 104. Air navigation facilities and equipment.

Sec. 105. Research, engineering, and development.

Sec. 106. Funding for aviation programs.

Sec. 107. Essential air service.

TITLE II—REVENUE PROVISIONS

Sec. 201. Expenditure authority from Airport and Airway Trust Fund.

Sec. 202. Extension of taxes funding Airport and Airway Trust Fund.

TITLE I—AIRPORT AND AIRWAY PROGRAMS

SEC. 101. EXTENSION OF AIRPORT IMPROVEMENT PROGRAM.

(a) AUTHORIZATION OF APPROPRIATIONS.—

(1) IN GENERAL.—Section 48103(a) of title 49, United States Code, is amended by striking the period at the end and inserting “and \$1,675,000,000 for the period beginning on October 1, 2015, and ending on March 31, 2016.”.

(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, 2016, 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, 2015, and ending on March 31, 2016, the Administrator of the Federal Aviation Administration shall—

(A) first calculate such funding apportionments on an annualized basis as if the total amount available under section 48103 of such title for fiscal year 2016 were \$3,350,000,000; and

(B) then reduce by 50 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 title 49, United States Code, is amended in the matter preceding paragraph (1) by striking “September 30, 2015,” and inserting “March 31, 2016.”.

SEC. 102. EXTENSION OF EXPIRING AUTHORITIES.

(a) Section 47107(r)(3) of title 49, United States Code, is amended by striking “October 1, 2015” and inserting “April 1, 2016”.

(b) Section 47115(j) of title 49, United States Code, is amended by inserting “and for the period beginning on October 1, 2015, and ending on March 31, 2016” after “fiscal years 2012 through 2015”.

(c) Section 47124(b)(3)(E) of title 49, United States Code, is amended by inserting “and not more than \$5,175,000 for the period beginning on October 1, 2015, and ending on March 31, 2016,” after “fiscal years 2012 through 2015”.

(d) Section 47141(f) of title 49, United States Code, is amended by striking “September 30, 2015” and inserting “March 31, 2016”.

(e) Section 50905(c)(3) of title 51, United States Code, is amended by striking “October 1, 2015,” and inserting “April 1, 2016”.

(f) Section 186(d) of the Vision 100—Century of Aviation Reauthorization Act (117 Stat. 2518) is amended by inserting “and for the period beginning on October 1, 2015, and ending on March 31, 2016,” after “fiscal years 2012 through 2015”.

(g) Section 409(d) of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 41731 note) is amended by striking “September 30, 2015” and inserting “March 31, 2016”.

(h) Section 140(c)(1) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 47113 note) is amended by striking “fiscal years 2013 through 2015,” and inserting “fiscal years 2013 through 2016.”.

(i) Section 411(h) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 42301 prec. note) is amended by striking “September 30, 2015” and inserting “March 31, 2016”.

(j) Section 822(k) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 47141 note) is amended by striking “September 30, 2015” and inserting “March 31, 2016”.

SEC. 103. FEDERAL AVIATION ADMINISTRATION OPERATIONS.

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

(1) in paragraph (1)—

(A) in subparagraph (C) by striking “and” at the end;

(B) in subparagraph (D) by striking the period at the end and inserting “; and”;

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

“(E) \$4,870,350,000 for the period beginning on October 1, 2015, and ending on March 31, 2016.”;

(2) in paragraph (3) by inserting “and for the period beginning on October 1, 2015, and ending on March 31, 2016” after “fiscal years 2012 through 2015”.

SEC. 104. AIR NAVIGATION FACILITIES AND EQUIPMENT.

Section 48101(a) of title 49, United States Code, is amended by adding at the end the following:

“(5) \$1,300,000,000 for the period beginning on October 1, 2015, and ending on March 31, 2016.”.

SEC. 105. RESEARCH, ENGINEERING, AND DEVELOPMENT.

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

(1) in paragraph (7) by striking “and” at the end;

(2) in paragraph (8) by striking the period at the end and inserting “; and”;

(3) by adding at the end the following:

“(9) \$78,375,000 for the period beginning on October 1, 2015, and ending on March 31, 2016.”.

SEC. 106. FUNDING FOR AVIATION PROGRAMS.

(a) IN GENERAL.—Section 48114 of title 49, United States Code, is amended—

(1) in subsection (a)(2) by striking “2015” and inserting “2016”; and

(2) in subsection (c)(2) by striking “2015” and inserting “2016”.

(b) COMPLIANCE WITH FUNDING REQUIREMENTS.—The budget authority authorized in this Act, including the amendments made by this Act, shall be deemed to satisfy the requirements of subsections (a)(1)(B) and (a)(2) of section 48114 of title 49, United States Code, for the period beginning on October 1, 2015, and ending on March 31, 2016.

SEC. 107. ESSENTIAL AIR SERVICE.

Section 41742(a) of title 49, United States Code, is amended by striking “and \$93,000,000 for fiscal year 2015” and inserting “\$93,000,000 for fiscal year 2015, and \$77,500,000 for the period beginning on October 1, 2015, and ending on March 31, 2016.”.

TITLE II—REVENUE PROVISIONS**SEC. 201. EXPENDITURE AUTHORITY FROM AIRPORT AND AIRWAY TRUST FUND.**

(a) IN GENERAL.—Section 9502(d)(1) of the Internal Revenue Code of 1986 is amended—

(1) by striking “October 1, 2015” in the matter preceding subparagraph (A) and inserting “April 1, 2016”; and

(2) by striking the semicolon at the end of subparagraph (A) and inserting “or the Airport and Airway Extension Act of 2015.”.

(b) CONFORMING AMENDMENT.—Section 9502(e)(2) of such Code is amended by striking “October 1, 2015” and inserting “April 1, 2016”.

SEC. 202. EXTENSION OF TAXES FUNDING AIRPORT AND AIRWAY TRUST FUND.

(a) FUEL TAXES.—Section 4081(d)(2)(B) of the Internal Revenue Code of 1986 is amended by striking “September 30, 2015” and inserting “March 31, 2016”.

(b) TICKET TAXES.—

(1) PERSONS.—Section 4261(k)(1)(A)(ii) of such Code is amended by striking “September 30, 2015” and inserting “March 31, 2016”.

(2) PROPERTY.—Section 4271(d)(1)(A)(ii) of such Code is amended by striking “September 30, 2015” and inserting “March 31, 2016”.

(c) FRACTIONAL OWNERSHIP PROGRAMS.—

(1) TREATMENT AS NON-COMMERCIAL AVIATION.—Section 4083(b) of such Code is amended by striking “October 1, 2015” and inserting “April 1, 2016”.

(2) EXEMPTION FROM TICKET TAXES.—Section 4261(j) of such Code is amended by striking “September 30, 2015” and inserting “March 31, 2016”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New Jersey (Mr. LOBIONDO) and the gentleman from Oregon (Mr. DEFAZIO) each will control 20 minutes.

The Chair recognizes the gentleman from New Jersey.

GENERAL LEAVE

Mr. LOBIONDO. Mr. 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. 3614.

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

There was no objection.

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

Mr. Speaker, on September 30, 2015, the authorization for the Federal Aviation Administration programs and taxes that fund those programs will expire. H.R. 3614 is a clean, 6-month extension of all necessary authorizations through March 31 of 2016.

As the chairman of the Subcommittee on Aviation, I believe it is critical for Congress to come together in a bipartisan, long-term FAA reauthorization bill.

On the Aviation Subcommittee, Chairman SHUSTER and I have had great working partnerships with Congressman DEFAZIO and Congressman LARSEN. I want to thank Congressman DEFAZIO and Congressman LARSEN for their bipartisan cooperation in this very important area.

Without an extension, the FAA will not be able to spend funds from the Airport and Airway Trust Fund. Therefore, airport construction projects across the country will be halted, contractors that support FAA will not be paid, construction jobs will be lost, and thousands of FAA employees could be furloughed.

In my district in New Jersey, I have the privilege of representing approximately 4,000 FAA employees and contractors who work at the FAA’s premier technical center in the Nation. They contribute an extraordinary amount of energy and dedication to making sure that aviation continues to move forward. Without them, the state of aviation in our country would suffer, and we cannot afford them to be at home for failing because we failed to do our work and pass an extension bill.

A lapse in the authorization will also result in the halt of certification and registration of new aviation products, greatly disrupting the aviation manufacturing industry and jeopardizing more good paying jobs. The FAA’s aircraft registry would close, delaying deliveries of new aircraft. As many as 10,000 aircraft a month could be grounded if registration cannot be renewed.

H.R. 3614 will allow us to continue developing a bipartisan, long-term reauthorization bill which will improve, rebuild, and modernize our Nation’s safe, yet highly antiquated, aviation system.

I urge support of H.R. 3614.

I reserve the balance of my time

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

Mr. Speaker, I agree with my good friend, the gentleman from New Jersey, that it is essential that we pass H.R. 3614—the Senate passed it expeditiously—and it be signed by the President. We cannot afford even, you know, the thought of a shutdown of the FAA. We have actually gone down that road in the past.

Chairman MICA, in July of 2011, put some provisions into an FAA reauthorization that were objectionable to two very powerful Senators, and we actually went through a shutdown. What we lost was \$400 million of revenue because the excise tax expired.

Now, one airline, to give them credit, did pass the savings through, the excise tax, Alaska Airlines. All the other airlines kept the money, and we lost \$400 million from the trust fund.

Capital programs ground to a halt. Airport construction ground to a halt, threatening tens of thousands of jobs. Airport inspectors had to work. They were essential employees. They weren’t paid, and they couldn’t get government vouchers, so they had to use their personal credit cards to purchase tickets to go to work to do their job, which they weren’t being paid for.

I mean, this was the ultimate of absurdity. I only go into some detail on that because that is relevant to this extension.

This is a 6-month extension. That should give us more than ample time to agree upon a long-term FAA authorization. Much work has already been done on major portions of the bill, but some disagreements remain over the future of the air traffic organization.

My preference would be to insulate the entire FAA from future vicissitudes of Congress going off the rails with a shutdown and furloughs and provisions that are unacceptable to the Senate that cause a temporary lapse in authorization. You know, we can get there. We are very close now. This year, all but 7 percent of the FAA’s budget will be paid for by user fees, excise taxes, and others, so we are quite close.

We would like to reform procurement, to streamline it and make it work better at the FAA. When I was a very young Member of Congress, I got to witness the airport air traffic controller’s workstation of the future. That was 1987. Well, it is 2015, and they don’t have them yet.

The FAA is the only agency of government worse at procurement than the Pentagon. Congress has tried to reform it; it didn’t stick. We have got to try something different to get it to be more agile to give us the 21st century equipment and software that we need.

Then there are issues of the actual sort of shape of the FAA bureaucracy, a little bit like that in the middle. Congress, also back in 1986, gave the FAA license to reform personnel practices to deal with some of that mid-level management bulge and streamline the agency and decisionmaking process, but that didn’t take either.

So the three problems are the predictability of funding and the agency being able to look into the future without having to worry about shutdowns, furloughs—I don’t know how much time they spent over the last couple of weeks getting ready for this shutdown that everyone thought would come this week before Speaker BOEHNER announced his retirement; that has got to

be dealt with—and then also the procurement reform and the personnel.

The chairman's solution is to separate only the air traffic organization from the FAA and insulate that from Congress and those sorts of problems and make it, you know, free of the procurement rules and a lot of the personnel rules. I would prefer to do that with the entire agency, because there are functions—we do have the best air traffic control system in the world. We are busier in the U.S. with more planes under instrument flight rules on a daily basis, about 20 percent more on an IFR average, than Canada, U.K., France, and Germany combined.

So we know we have a safe system. We move massive amounts of air traffic. We don't want to mess that up. And I understand, but I also don't think we can isolate it from other decision-makers in the agency and leave them subject to the vicissitudes of Congress.

The people who do the certifications, who do the inspections, who do the safety, it seems to me it should all be moved; and I propose a 21st century constitutionally chartered corporation in order to accomplish those goals and make it self-funding, self-sufficient, and not subject to appropriations or shutdowns or anything else that a future Congress might imagine. So that is the hangup. We haven't agreed on that part yet, but I think we can.

We share common objectives, and 6 months should be more than ample time. I am hopeful that early this fall the chairman and I can resolve those issues with other members of the committee, and then we can go forward with our colleagues in the Senate and hopefully have, you know, a bill on the President's desk early, early next year, if not by the end of this year, although December promises to be perhaps a bit chaotic around here.

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In any case, 6 months should be ample time. I do not anticipate multiple short-term extensions. I don't want them, nor does the chairman, nor do, I believe, any other thoughtful members of the committee.

I see the gentleman from New Jersey shaking his head. We couldn't agree more. We have been down that road before, down that runway before. We don't want to go down that runway again.

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

Mr. LOBIONDO. Mr. Speaker, I continue to reserve the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I yield such time as he may consume to the gentleman from Washington (Mr. LARSEN).

Mr. LARSEN of Washington. Mr. Speaker, I rise in support of the temporary measure to extend the authorization of the FAA today, but I do so with great disappointment. We could be on the floor today to enact a longer term FAA reauthorization bill.

In the last 2 years, the Subcommittee on Aviation, led by my colleague from New Jersey, Mr. LOBIONDO, has held 16 hearings on a variety of topics. We have heard from stakeholders that there is a long list of things that we need to do to stay competitive with our economic rivals and keep our airspace the safest and most efficient in the world.

We need to reform aircraft certification so that manufacturers can get the newest, safest equipment to market.

We need to set clear rules for unmanned aerial vehicles and accelerate efforts for their safe use.

We need to advance NextGen programs to move air traffic faster and more efficiently.

Chairman SHUSTER, Chairman LOBIONDO, Ranking Member DEFAZIO, and I have achieved a bipartisan agreement on most of these major key issues that we need to address. That bill is ready to go.

We didn't hear during these hearings that we needed to privatize air traffic control. Now, some people want to privatize air traffic control. I know that they want to do this in good faith. But we don't need to do it, and it is preventing the things that we need to do from getting done.

An entire bipartisan bill is being held up because we can't agree yet on the details of what would be a very complex proposal. I fail to understand why at this juncture such a proposal is necessary, particularly when it prevents significant and much-needed reform from taking place.

There is no dispute that today we safely operate the most complex and congested airspace in the world. Last year the Government Accountability Office asked 76 aviation stakeholders whether the FAA is capable of operating an efficient air traffic control system. The overwhelming majority, 64 of those, said the FAA is, in fact, capable of doing so. Privatizing the current system is clearly not a pressing need. It is a want.

I wish I could say today I am surprised that we find ourselves here today, but many people have been saying for a long time that this was the situation that we would be facing on September 30. In fact, when we held a hearing on air traffic privatization back in March, I predicted we were headed down this road of multiple short-term reauthorizations.

The bipartisan portions of the bill that Chairman SHUSTER, Chairman LOBIONDO, Ranking Member DEFAZIO, and I have agreed to would have immediate benefits all over the country.

In my home State of Washington, it would protect and create American jobs through airport construction and aerospace manufacturing; it would improve aviation safety; it would improve the way the aircraft and parts are certified to get newer and safer technology to market; it would build on the safety improvements that this body

has made following the tragic Colgan flight 3407 in 2009; it would improve the regulation and the development of unmanned aerial systems, which continue to proliferate in our airspace.

We need a strong regulatory system in place to safely grow the unmanned aircraft industry, and until we act, that system cannot be in place. For every day of this extension, travelers and the aerospace industry will not receive the improvements and protections that we have crafted in the bipartisan portions of the bill that we are close to agreeing on. We will continue to fall behind other countries that are making similar improvements.

As many lawmakers and aviation stakeholders recall, the last FAA reauthorization bill came after a period of 5 years and 23 short-term extensions. I had hoped we would avoid serial extensions this time around, but today we start down that path.

Yes, it is with disappointment that I am here to support a temporary extension and strongly urge all my colleagues to make sure this is the only temporary extension before enactment of a long-term bill.

We have a long list of things that we need to do today to improve our airspace. We should focus on those things instead of the things only that we want to do.

Mr. LOBIONDO. Mr. Speaker, I yield such time as he may consume to the gentleman from Pennsylvania (Mr. SHUSTER), the chairman of the committee.

Mr. SHUSTER. Mr. Speaker, here we are with a short-term extension for 6 months. I believe it is critical that we do this, obviously, as it is about to expire. There are things that not only do we want to do, but we need to do, to make sure that we have the safest airspace in the world.

We also need to make sure it is the most efficient airspace in the world. We can do that if we deploy the technology and the things we have been talking about for almost 2 years now to transform the FAA into something that can move quicker, that can deploy the technology that is available to us.

When we look around the world, there are over 50 countries that have taken the air traffic control organization out of government and have been able to maintain the highest levels of safety, but deploy technology that makes their airspace more efficient. That is the kind of thing we are looking at.

I think we are at a critical time. What we have been talking about is not anything new. It is something that we have been talking about for 20 years. In fact, the Clinton administration had a similar proposal, the Bush administration had a similar proposal, and here we are today talking about it. But I think that we have different groups that are looking positively at this.

We are very close to putting something together that, as I said, will transform the air traffic control system while keeping back in government

the safety and regulatory oversight to this agency to make sure that we are streamlining the certification process for our aviation industry that is manufacturing everything from Boeings to Gulfstreams, to the avionics, to the parts that go into these flying systems.

We have got to maintain our lead in the world. The way we do that is to streamline the certification process. The gentleman from Washington, who has Boeing in his district, agrees with me on that issue. There is a lot more in this that we need to do to move forward.

I think, as we get through September and into October, we are going to be able to see the bill that we have put forth that is going to have, I believe, bipartisan support not only from Congress, but around the country, around Washington, D.C., and, as I said, here in the House. In talking to the Senate, I am encouraged by what they have said about what we are looking at proposing.

Again, I would encourage all Members to support this 6-month extension to give us the time to get our bill on and off the floor and let the Senate work on it so we can truly do something that is bold, do something that is transformational, and do something that will be very, very positive for aviation, not only travel, but for the manufacturing industry in this country.

Mr. DEFAZIO. Mr. Speaker, I have requests to speak from Members who aren't here.

I yield back the balance of my time.

Mr. LOBIONDO. Mr. Speaker, again, I would like to thank Mr. SHUSTER, Mr. DEFAZIO, and Mr. LARSEN. I urge all my colleagues to support the legislation.

I yield back the balance of my time.

Ms. ESHOO. Mr. Speaker, with passage of H.R. 3614 today, the House will "kick the can down the road" on a long-term FAA reauthorization for another six months. I certainly recognize the dire need to keep our airports and air travel system functioning in the face of an expiration of the FAA's authorization in less than 72 hours. However, I'm very disappointed that this bill does not contain any changes to current policy regarding aircraft noise impacts on communities surrounding airports.

Over the last several months, constituents throughout my Congressional District have experienced an alarming increase in aircraft noise due to the implementation of new flight paths under the FAA's Next Gen program. The new flight paths have caused certain communities to be hit especially hard by airplane noise, and other rural communities that have never experienced it are now being bombarded by noise. Many of these communities received little or no advance notice or opportunity to comment on the flight path changes before they were implemented, and they were blindsided when the changes went into effect earlier this year.

In July, I joined the Congressional Quiet Skies Caucus so that together we could make recommendations for the Transportation Committee to include in an FAA reauthorization bill. These recommendations include: ensuring that

FAA completes a robust community engagement process before flight paths are changed; requiring the FAA to use a new method of measuring noise that captures the true levels of noise on the ground; removing the categorical exclusion from full environmental reviews for flight path changes; and mandating independent research on the health impacts of aviation noise. These important reforms would substantially improve the FAA's process of addressing and avoiding noise impacts.

Once again, I wish to express my disappointment that the bill before us today simply reauthorizes the FAA for another six months with none of these important changes included. As the debate over a long-term FAA reauthorization continues, I hope these recommendations will be carefully considered and ultimately included in the final legislation. The ability to get a good night's sleep for thousands of my constituents depends on it.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New Jersey (Mr. LOBIONDO) that the House suspend the rules and pass the bill, H.R. 3614.

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.

EQUITABLE ACCESS TO CARE AND HEALTH ACT

Mr. RYAN of Wisconsin. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2061) to amend section 5000A of the Internal Revenue Code of 1986 to provide an additional religious exemption from the individual health coverage mandate, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2061

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 "Equitable Access to Care and Health Act" or the "EACH Act".

SEC. 2. ADDITIONAL RELIGIOUS EXEMPTION FROM HEALTH COVERAGE RESPONSIBILITY REQUIREMENT.

(a) IN GENERAL.—Section 5000A(d)(2)(A) of the Internal Revenue Code of 1986 is amended to read as follows:

"(A) RELIGIOUS CONSCIENCE EXEMPTIONS.—

"(i) IN GENERAL.—Such term shall not include any individual for any month if such individual has in effect an exemption under section 1311(d)(4)(H) of the Patient Protection and Affordable Care Act which certifies that—

"(I) such individual is a member of a recognized religious sect or division thereof which is described in section 1402(g)(1), and is adherent of established tenets or teachings of such sect or division as described in such section, or

"(II) such individual is a member of a religious sect or division thereof which is not described in section 1402(g)(1), who relies solely on a religious method of healing, and for whom the acceptance of medical health services would be inconsistent with the religious beliefs of the individual.

"(ii) SPECIAL RULES.—

"(I) MEDICAL HEALTH SERVICES DEFINED.—For purposes of this subparagraph, the term 'med-

ical health services' does not include routine dental, vision, and hearing services, midwifery services, vaccinations, necessary medical services provided to children, services required by law or by a third party, and such other services as the Secretary of Health and Human Services may provide in implementing section 1311(d)(4)(H) of the Patient Protection and Affordable Care Act.

"(II) ATTESTATION REQUIRED.—Clause (i)(II) shall apply to an individual for months in a taxable year only if the information provided by the individual under section 1411(b)(5)(A) of such Act includes an attestation that the individual has not received medical health services during the preceding taxable year."

(b) EFFECTIVE DATE.—The amendment made by subsection (a) shall apply to taxable years beginning after December 31, 2013.

(c) CONSTRUCTION.—Nothing in the amendment made by subsection (a) shall preempt any State law requiring the provision of medical treatment for children, especially those who are seriously ill.

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

The Chair recognizes the gentleman from Wisconsin.

GENERAL LEAVE

Mr. RYAN of Wisconsin. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 2061 currently under consideration.

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

There was no objection.

Mr. RYAN of Wisconsin. Mr. Speaker, I yield myself such time as I may consume.

I rise to speak in favor of the EACH Act. This bill would expand the religious liberty exemption to the individual mandate. Right now the exemption is minuscule. To qualify, you have to believe as a matter of faith in giving up any private or public insurance, including Social Security. That includes the Amish, the Order of Mennonites, and that is about it. That is way too strict.

Let's remember the reason for this mandate in the first place. The other side said that, if you get sick and you don't have insurance, the rest of us will have to pay for your health care. Well, we are talking about people who do not use health care. So why should they have to be forced to buy insurance for health care that they don't use?

I don't think we should force anybody to buy health insurance against their will, for that matter, but I think it is especially wrong to force people to buy insurance against their faith. This bill simply says: If you, as a matter of faith, don't use health care, then you are exempt from the individual mandate.

I am glad we are working on this long overdue change today. I would note that this came out of committee on a voice vote. I encourage Members to support it.