

EXTENSIONS OF REMARKS

TREATING SMALL AIRPORTS WITH FAIRNESS ACT OF 2016

SPEECH OF

HON. MICHAEL T. McCAUL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 13, 2016

Mr. McCAUL. Mr. Speaker, I submit the following cost estimate from the Congressional Budget Office regarding H.R. 4549.

U.S. CONGRESS,  
CONGRESSIONAL BUDGET OFFICE,  
Washington, DC, April 13, 2016.

Hon. MICHAEL McCAUL,  
Chairman, Committee on Homeland Security,  
House of Representatives, Washington, DC.

DEAR MR. CHAIRMAN: The Congressional Budget Office has prepared the enclosed cost estimate for H.R. 4549, the Treating Small Airports with Fairness Act of 2016.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Megan Carroll.

Sincerely,

KEITH HALL.

Enclosure.

H.R. 4549—Treating Small Airports with Fairness Act of 2016

Summary: Under current law, the Transportation Security Administration (TSA) is required to screen passengers and property on scheduled commercial flights and some charter flights involving aircraft that meet certain capacity-related specifications. Broadly speaking, the agency oversees or conducts screening at most airports with commercial service; for all other airports, the agency uses a risk-based methodology for determining appropriate policies for security-related screening of passengers and cargo.

H.R. 4549 would require TSA to provide screening services at certain airports that lost or experienced a disruption in service by

commercial airlines after January 1, 2013. Based on information from the agency, CBO estimates that implementing the bill would cost \$33 million over the 2017–2021 period, assuming appropriation of the necessary amounts.

Pay-as-you-go procedures do not apply because enacting H.R. 4549 would not affect direct spending or revenues. CBO estimates that enacting the bill would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2027.

H.R. 4549 contains no intergovernmental or private-sector mandates in the Unfunded Mandates Reform Act (UMRA) and would impose no costs on state, local, or tribal governments.

Estimated cost to the Federal Government: The estimated budgetary effect of H.R. 4549 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

By fiscal year, in millions of dollars—

	2017	2018	2019	2020	2021	2017–2021
INCREASES IN SPENDING SUBJECT TO APPROPRIATION						
Estimated Authorization Level .....	8	5	6	7	8	34
Estimated Outlays .....	6	6	6	7	8	33

Basis of estimate: for this estimate, CBO assumes that H.R. 4549 will be enacted before the start of fiscal year 2017 and the estimated amounts will be appropriated each year.

At the request of the operator of an airport that lost commercial air service after January 1, 2013, H.R. 4549 would require TSA to provide screening services at that airport. According to the agency, 22 airports could become eligible for federal screening services under the bill, several of which have agreements with commercial airlines to resume service in the near future. TSA has denied requests from some of those airports to resume screening services in the recent past and CBO expects that under current law the agency is unlikely to provide screening services at such airports in the near future. As a result, CBO estimates that implementing H.R. 4549 would increase the cost of TSA's aviation security programs.

Based on information from TSA about average screening-related costs for airports with characteristics similar to those that would be affected by the bill, CBO estimates that increased spending for aviation-related screening would total \$6 million in 2017 and \$33 million over the 2017–2021 period. That amount includes roughly \$9 million in one-time costs to acquire and install screening-related equipment and \$24 million in ongoing personnel costs and other expenses. CBO expects that initially about one-third of the airports that would be eligible for screening services from TSA under the bill—particularly those with agreements from air carriers to resume commercial service—would apply for such services, with that number doubling by 2021.

CBO also estimates that implementing H.R. 4549 would not affect security-related fees collected by TSA to offset a portion of the agency's screening costs. Such fees are collected by air carriers from passengers when tickets for commercial flights are

sold—whether or not TSA performs security screening—and would be unaffected by this legislation.

Pay-As-You-Go considerations: None.

Increase in long-term direct spending and deficits: CBO estimates that enacting H.R. 4549 would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2027.

Intergovernmental and private-sector impact: H.R. 4549 contains no intergovernmental or private-sector mandates as defined in UMRA and would impose no costs on state, local, or tribal governments.

Estimate prepared by: Federal Costs: Megan Carroll; Impact on state, local, and tribal governments: Jon Sperl; Impact on the Private Sector: Amy Petz.

Estimate approved by: H. Samuel Papenfuss, Deputy Assistant Director for Budget Analysis.

FORCED ARBITRATION

SPEECH OF

HON. DONALD S. BEYER, JR.

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 14, 2016

Mr. BEYER. Mr. Speaker, I stand here today to express my opposition to the increasing use of forced or binding arbitration. Most Americans don't even know about forced or binding arbitration until it happens to them.

Clauses are buried in the fine print of everyday contracts and, before they know it, they are unknowingly compelled to give up their legal rights. Quite honestly, if we just take into consideration human behavior—most Americans don't read the fine print even if they know they should. And let's assume that if

they did, I guarantee you most don't have enough of legal background to recognize problem language when they read it.

This is concerning and dangerous when we consider that arbitration clauses are increasingly being inserted into consumer and employment contracts. This allows companies to circumvent the courts and bars people from joining together in class-action lawsuits. And class action law suits are realistically one of the few tools citizens have to fight illegal or deceitful business practices.

Applying for a credit card, using a cellphone, getting cable or Internet service and you are likely agreeing to private arbitration unknowingly. This is concerning because arbitration is heavily weighted in favor of the more powerful party. Not only does the corporation that wrote the contract set the terms of arbitration, but it also often decides on the arbitrator. Arbitrators do not have to be trained in the law, nor are they required to follow the law.

Quite simply, arbitration lacks many of the fundamental guarantees of fairness that a court provides. As a small business owner, I view binding arbitration as plainly unfair to the consumer and also unnecessary in the operation of a successful business practice. My business currently operates successfully without engaging in the same predatory practice for consumers.

Lawyers can continually put together more sophisticatedly drafted agreements meaning courts routinely enforce such agreements. That means we have a legally enforceable culture that is reinforcing these one-sided provisions which unfairly tilt the playing field in favor of one party. This is a practice we must stop. I am here to say we must stop it. Let us

• This “bullet” symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

stop this predatory practice on consumers and bid binding arbitration a farewell.

NO RATE REGULATION OF  
BROADBAND INTERNET ACCESS  
ACT

SPEECH OF

**HON. CHRIS VAN HOLLEN**

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

*Friday, April 15, 2016*

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H.R. 2666) to prohibit the Federal Communications Commission from regulating the rates charged for broadband Internet access service:

Mr. VAN HOLLEN. Mr. Chair, I rise in opposition to H.R. 2666 the No Rate Regulation of Broadband Internet Access Act. Both Republicans and Democrats agree that the FCC should not have the authority to establish monthly rates for customers but I cannot vote in favor of this bill. Republicans crafted a poorly written and overly broad bill that threatens consumer protections. This is not the first time this Republican majority Congress has introduced legislation that is really a guise to strip administrative authority from agencies and to weaken consumer protection laws. I will continue to fight efforts to erode consumer rights and protections.

IN RECOGNITION OF JOSEPH  
ROCKS

**HON. PATRICK MEEHAN**

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, April 19, 2016*

Mr. MEEHAN. Mr. Speaker, I rise today to recognize Joseph Rocks, former Pennsylvania State Senator and Pennsylvania State Representative, who is retiring after a long career in public service.

Mr. Rocks served as a member of the Pennsylvania House of Representatives before joining the Pennsylvania State Senate. During his decade of service there, Mr. Rocks led the creation of the Pennsylvania Intergovernmental Cooperation Authority, which provides financial oversight for the City of Philadelphia.

After retiring from the Senate, Mr. Rocks served as the CEO of NHS Human Services, where he focused on providing specialized services in mental health, addictive diseases, autism, intellectual and developmental disabilities, juvenile justice, treatment foster care, and education.

Mr. Speaker, I thank Mr. Rocks for his dedication and service to his community both as a member of the Pennsylvania state legislature and as a leader in mental health care. I applaud his many accomplishments and wish him the best of luck in retirement.

COMMEMORATING THE CENTEN-  
NIAL ANNIVERSARY OF THE  
CITY OF CRESTVIEW, FLORIDA

**HON. JEFF MILLER**

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, April 19, 2016*

Mr. MILLER of Florida. Mr. Speaker, I rise to commemorate the Centennial Anniversary of the City of Crestview, located in the Florida Panhandle.

Situated on the peak of a long woodland range between the Yellow and Shoal rivers and one of the highest points in the state, Crest View, or Crestview as it would soon be combined, first earned its place on the map as a railroad depot. Outgrowing neighboring communities in both size and population, with a school, four general stores, and post office, where its first citizen Hamner F. "Doc" Powell served as shipping clerk and railroad agent, Crestview reached a population of 100 in 1889. With a growing community, Crestview's early residents soon built a congregational church, where members of the community could practice their faith, as well as a drug store, hotel, and numerous small businesses. During this time, industry in the area experienced a boom, particularly the turpentine and lumber industry, which brought jobs and prosperity to the area.

Although the Crestview community continued to grow, the city did not formally incorporate until April 11, 1916, when a group of citizens gathered at the congregational church to vote on the question of incorporating the Town of Crestview. With Crestview's residents voting in favor of incorporation, the newly formed Crestview Town Council met for the first time on April 18, 1916, with the city's first Mayor W.R. White presiding over the meeting. The previous year, following the creation of Okaloosa County in 1915, Florida State Representative William Mapoles, known as "The Father of Okaloosa County," moved to Crestview from Laurel Hill and became the driving force behind the movement to eventually establish Crestview as the county seat in 1917.

Throughout the one hundred years to follow, businesses flourished, and Crestview became Okaloosa County's largest municipality and the only municipality between Pensacola and Tallahassee with a Sister City (Noirmoutier-en-l'Île, France). Crestview also became a major transportation hub and has also long been home to servicemembers and veterans. Crestview's citizens make every effort to ensure that those who wear the uniform are thanked for their service and sacrifice. In fact, Crestview opened its first recreation center for enlisted servicemembers in 1941. Home to tens of thousands, as the northern gateway to the Department of Defense's largest and most dynamic Air Force Installation in the United States—Eglin Air Force Base, the Crestview-area family expanded when it welcomed 6,000 new residents to the community upon the arrival of the U.S. Army's 7th Special Forces Group.

There is no question that the residents of Crestview are a resilient people, and even through the most challenging of times, they have united as a community to develop and maintain its place as a key area for business in the State of Florida and throughout the entire Gulf Coast region.

Mr. Speaker, on behalf of the United States Congress, it gives me great pleasure to commemorate the Centennial Anniversary of Crestview, Florida. My wife Vicki joins me in congratulating all of those who have been fortunate to call Crestview home throughout the last century, and we wish them and the city continued success.

CELEBRATING THE ACHIEVE-  
MENTS AND 70TH BIRTHDAY OF  
THEODORE KATTOUF

**HON. BILL SHUSTER**

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, April 19, 2016*

Mr. SHUSTER. Mr. Speaker, I rise today to celebrate the 70th birthday of Mr. Theodore Kattouf of Altoona, Pennsylvania. Mr. Kattouf has dedicated his life to serving our country, and in so doing has achieved a uniquely distinguished career.

Upon graduation from Penn State University in 1968, Mr. Kattouf served in the United States Army infantry for over three years and subsequently joined the Foreign Service in 1972. Beginning in 1973, Mr. Kattouf served as the economic and commercial officer in Kuwait, which then led to his assignment as a political officer to Damascus, the second largest city in Syria. Upon returning to the United States, Mr. Kattouf became a Middle East analyst at the U.S. State Department. Mr. Kattouf returned abroad from 1983 to 1986, serving in Baghdad as the Deputy Chief of Mission. Mr. Kattouf has spent numerous years working abroad with distinguished titles such as: Deputy Chief of Mission, Deputy Chief of Mission in Damascus, Deputy Chief of Mission in Riyadh, and Charge d'Affaires. His international work is not to be overshadowed by his work in the United States, which included Deputy Director and Director of Lebanon, Jordan and Syrian Affairs, and President and CEO of AMIDEAST.

Additionally, under President Clinton, Mr. Kattouf was nominated and confirmed as Ambassador to the United Arab Emirates in 1998. Later, in 2001, he was confirmed as Ambassador to Syria, having received a nomination for the post from President Bush.

Over the years, Theodore has encouraged international cooperation through his work as a U.S. Ambassador for the UAE and Syria. Mr. Kattouf has also received numerous awards, highlighting his dedication and advocacy efforts, some of which include: the Cobb Award, two Meritorious Honor Awards, four Senior Performance Awards, and one Presidential Honor Award.

It is with great pleasure and honor that I recognize Mr. Kattouf's service and contributions to our nation at the highest level. I applaud Mr. Kattouf for his dedication to our country and wish him a happy 70th birthday.

WORLD HEMOPHILIA DAY

**HON. JARED POLIS**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, April 19, 2016*

Mr. POLIS. Mr. Speaker, I rise in recognition of April 17 as World Hemophilia Day. Hemophilia is a rare genetic condition that prevents