

Mr. KNOLLENBERG. Mr. Speaker, I yield 3 minutes to the gentleman from Arizona (Mr. FLAKE).

Mr. FLAKE. I thank the gentleman for yielding.

Mr. Speaker, the gentleman that just spoke talked about how the committee had done so well with such limited resources and makes it sound like this is positively a skinflint bill, that we're just making do with what we have.

The truth is we are well over the President's budget that he submitted. Let me just give people a flavor for what's in this bill. This is just a slice of the 150 pages of earmarks, more than 1,000 earmarks that were in this bill, 21 of them air-dropped last night that we had no idea were here until today, but here is just an example of some of them in the House-passed version:

There is \$100,000 for the Crystal Lake Art Center in Frankfort, Michigan; \$750,000 to the Detroit Science Center in Detroit, Michigan; \$300,000 for the Houston zoo; \$200,000 for the Huntsville Museum of Art in Huntsville, Alabama; \$100,000 for the Los Angeles Fashion District in Los Angeles, California; \$150,000 for the Louis Armstrong House Museum in Flushing, New York; \$50,000 for the National Mule and Packers Museum in Bishop, California; \$150,000 to the Renaissance Art Center, Inc., in Rupert, Idaho; \$200,000 to the Fruitvale Cultural and Performing Arts Center in Oakland, California; \$100,000 for the 1924 Vaudeville Theater in Plattsburgh, New York; \$200,000 for the Hunting and Fishing Museum of Pennsylvania; \$100,000 for the Lincoln Museum in Hodgenville, Kentucky.

Mr. OLVER. Mr. Speaker, will the gentleman yield?

Mr. FLAKE. I yield to the gentleman from Massachusetts.

Mr. OLVER. I thank the gentleman for yielding.

I would just point out that every one that you have recited, and I have listened to probably 18 or 20 of them along the way, every one of them was in the legislation as it passed the House of Representatives.

Mr. FLAKE. That is correct.

Mr. OLVER. They were not air-dropped, as has been suggested.

Mr. FLAKE. No. These were all in the House version, the House version that we had just a couple of days to digest, and we were only able to offer in reality few amendments in keeping with the comity of the House.

This shouldn't substitute for real vetting or real scrutiny when you have earmarks like this. And particularly, I didn't mention and I could read the 21 air-dropped earmarks, the ones that were put in last night that because the majority has waived the rules, we have no ability to actually challenge. We don't know if these earmarks are meritorious or not because they were air-dropped in last night. I'm reading these that were in the House-passed version of the bill.

Let me read through a few more and maybe this will clarify it: \$150,000 for

the Atlanta Botanical Gardens in Atlanta, Georgia; \$275,000 for the Berkshire Music Hall in Pittsfield, Massachusetts; \$400,000 to the Bel Alton High School Alumni Association in Maryland; \$500,000 for the Los Angeles County Fire Museum in Bellflower, California.

The SPEAKER pro tempore. The Chair will advise Members that the gentleman from Massachusetts has 1 minute remaining. The gentleman from Michigan has 18 minutes remaining.

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

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

MOTION TO ADJOURN

Mr. FLAKE. Mr. Speaker, I move that the House do now adjourn.

The SPEAKER pro tempore. The question is on the motion to adjourn.

The question was taken; and the Speaker pro tempore announced that the noes appeared to have it.

Mr. FLAKE. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Evidently a quorum is not present.

The Sergeant at Arms will notify absent Members.

The vote was taken by electronic device, and there were—yeas 154, nays 252, not voting 26, as follows:

[Roll No. 1100]

YEAS—154

Aderholt	Everett	Lungren, Daniel	Shimkus	Tancredo	Wamp
Akin	Fallin	E.	Shuster	Thornberry	Weldon (FL)
Alexander	Feehey	Manzullo	Smith (NE)	Tiaht	Westmoreland
Bachus	Flake	Marchant	Smith (TX)	Tiberi	Wilson (SC)
Baker	Forbes	McCarthy (CA)	Souder	Turner	Young (AK)
Barrett (SC)	Foxx	McCaull (TX)	Stearns	Upton	Young (FL)
Bartlett (MD)	Franks (AZ)	McCrary	Sullivan	Walberg	
Barton (TX)	Frelenghuisen	McHenry			
Biggert	Gallegly	McKeon			
Bilbray	Garrett (NJ)	McMorris			
Bilirakis	Gerlach	Rodgers			
Bishop (UT)	Gingrey	Mica			
Blackburn	Gohmert	Miller (FL)			
Blunt	Goode	Miller (MI)			
Boehner	Goodlatte	Miller, Gary			
Bonner	Gordon	Moran (KS)			
Boozman	Granger	Musgrave			
Boustany	Graves	Neugebauer			
Brady (TX)	Green, Al	Nunes			
Brown (GA)	Hall (TX)	Pearce			
Brown-Waite,	Ginny	Pence			
Burton (IN)	Hastert	Peterson (PA)			
Buyer	Hastings (WA)	Pickering			
Calvert	Hayes	Pitts			
Camp (MI)	Heller	Platts			
Campbell (CA)	Hensarling	Porter			
Cannon	Herger	Price (GA)			
Cantor	Hobson	Pryce (OH)			
Capito	Hulshof	Putnam			
Carter	Inglis (SC)	Radanovich			
Coble	Issa	Rangel			
Cole (OK)	Johnson (IL)	Rehberg			
Crenshaw	Johnson, Sam	Reichert			
Culberson	Jones (NC)	Renzi			
Davis (KY)	Jordan	Reynolds			
Davis, David	Keller	Rogers (AL)			
Davis, Lincoln	King (IA)	Rogers (KY)			
Deal (GA)	Kingston	Rohrabacher			
Dent	Kuhl (NY)	Roskam			
Doolittle	Lamborn	Royce			
Drake	Latham	Ryan (WI)			
Dreier	LaTourette	Sali			
Duncan	Lewis (CA)	Schmidt			
Emerson	Lewis (KY)	Sensenbrenner			
English (PA)	Linder	Shadegg			
	Lucas	Shays			

NAYS—252

Abercrombie	Hall (NY)	Obey
Ackerman	Hare	Olver
Allen	Harman	Ortiz
Altmire	Hastings (FL)	Pallone
Andrews	Herseth Sandlin	Pascarella
Arcuri	Higgins	Pastor
Baca	Hill	Payne
Bachmann	Hinchey	Perlmuter
Baldwin	Hinojosa	Peterson (MN)
Barrow	Hirono	Petri
Bean	Hodes	Poe
Becerra	Hoekstra	Pomeroy
Berkley	Holden	Price (NC)
Berman	Holt	Rahall
Berry	Honda	Ramstad
Bishop (GA)	Hooley	Regula
Bishop (NY)	Hoyer	Reyes
Blumenauer	Insllee	Richardson
Boren	Israel	Rodriguez
Boswell	Jackson (IL)	Rogers (MI)
Boucher	Jackson-Lee	Ros-Lehtinen
Boyd (FL)	(TX)	Ross
Boyda (KS)	Jefferson	Rothman
Brady (PA)	Johnson (GA)	Royal-Allard
Braley (IA)	Johnson, E. B.	Ryan (OH)
Brown (SC)	Jones (OH)	Salazar
Brown, Corrine	Kagan	Sánchez, Linda T.
Buchanan	Kanjorski	Sanchez, Loretta
Burgess	Kaptur	Sarbanes
Butterfield	Kennedy	Saxton
Capps	Kildee	Schakowsky
Cardoza	Kilpatrick	Schiff
Carnahan	Kind	Schwartz
Carney	King (NY)	Scott (GA)
Castle	Kirk	Scott (VA)
Castor	Klein (FL)	Solis
Chabot	Kline (MN)	Serrano
Chandler	Knollenberg	Sestak
Clarke	Kucinich	Shea-Porter
Clay	LaHood	Sherman
Cleaver	Lampson	Shuler
Clyburn	Langevin	Simpson
Cohen	Lantos	Sires
Conaway	Larsen (WA)	Skelton
Conyers	Conyers	Larson (CT)
Cooper	Cooper	Slaughter
Costa	Lee	Smith (NJ)
Costello	Lewis (GA)	Smith (WA)
Courtney	Lipinski	Snyder
Cramer	LoBiondo	Solis
Loebsack	Loebsack	Space
Crowley	Lofgren, Zoe	Spratt
Cuellar	Lowey	Stark
Cummings	Lynch	Stupak
Davis (AL)	Davis (AL)	Sutton
Davis (CA)	Mahoney (FL)	Tanner
Davis (IL)	Davis (CA)	Tauscher
Davis, Tom	Maloney (NY)	Taylor
DeFazio	Markey	Terry
DeGette	Marshall	Terry
DeLauro	Matheson	Thompson (CA)
Diaz-Balart, L.	DeMint	Thompson (MS)
Diaz-Balart, M.	McCarthy (NY)	Towns
Dicks	McCotter	Tsangas
Dodd	McDermott	Udall (CO)
Dodd	McGovern	Udall (NM)
Dicks	McHugh	Van Hollen
Dodd	McIntyre	Velázquez
Dodd	McNerney	Visclosky
Dodd	McNulty	Walder (OR)
Dodd	Meek (FL)	Walsh (NY)
Dodd	Meeks (NY)	Walsh (NY)
Dodd	Meek (PA)	Walz (MN)
Dodd	McHugh	Wasserman
Dodd	McIntyre	Schultz
Dodd	Miller (NC)	Watt
Dodd	Miller, George	Wolman
Dodd	Mollohan	Weiner
Dodd	Moore (KS)	Michaud
Dodd	Moore (WI)	Walch (VT)
Dodd	Moran (VA)	Wexler
Dodd	Murphy (CT)	Whitfield
Dodd	Murphy, Patrick	Wicker
Dodd	Nadler	Wu
Dodd	Napolitano	Wynn
Dodd	Neal (MA)	Yarmuth

NOT VOTING—26

Baird	Carson	Dingell
Bono	Cubin	Doyle
Capuano	Delahunt	Gilchrest

Gutierrez	Murphy, Tim	Watres
Hunter	Oberstar	Watson
Jindal	Paul	Weller
Levin	Ruppersberger	Wilson (NM)
Mack	Rush	Wilson (OH)
McCollum (MN)	Sessions	

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). Members are reminded there are 1½ minutes remaining on this vote.

□ 1700

Messrs. PALLONE, MELANCON, POE, REYES, DAVIS of Virginia, TIERNEY and PAYNE and Ms. BERKLEY changed their vote from "yea" to "nay."

So the motion to adjourn was rejected.

The result of the vote was announced as above recorded.

Stated for:

Mr. TIM MURPHY of Pennsylvania. Mr. Speaker, on rollcall No. 1100, had I been present, I would have voted "yea."

Stated against:

Mr. RUPPERSBERGER. Mr. Speaker, on rollcall No. 1100, I was unable to vote due to medical reasons. Had I been present, I would have voted "nay."

Mr. POE. Mr. Speaker, on rollcall No. 1100, had I been present, I would have voted "nay."

CONFERENCE REPORT ON H.R. 3074, TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2008

The SPEAKER pro tempore. The gentleman from Massachusetts has 1 minute remaining. The gentleman from Michigan has 18 minutes remaining.

The Chair recognizes the gentleman from Massachusetts.

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

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

Mr. OLVER. Mr. Speaker, at this time I would like to enter into the RECORD two more letters, which I have in hand now, one from The United States Conference of Mayors, the National Association of Counties, the National Associations of Local Housing Finance Agencies, the Association for County Community and Economic Development, and the National Community Development Association in support of the conference report on H.R. 3074. And also, the second letter from the U.S. Chamber of Commerce urging support of the conference report for H.R. 3074, signed by the executive director of the U.S. Chamber.

NOVEMBER 14, 2007.

Hon. JOHN W. OLVER,
Chair, Subcommittee on Transportation, Housing And Urban Development and Related Agencies, Committee on Appropriations, House of Representatives, Washington, DC.

DEAR CHAIRMAN OLVER: The undersigned organizations of local elected and appointed officials urge passage of the conference report on H.R. 3074 that provides funding of transportation and housing programs at \$105.6 billion. Housing and community development is a major challenge. Local govern-

ment officials know that decent, safe, affordable housing is at the core of family stability and strong neighborhoods. Your bill will assist us in achieving affordable housing and community development goals.

H.R. 3074 provides funding for the Community Development Block Grant (CDBG), HOME Investment Partnerships Program, Public Housing, Section 8, Homeless, and other housing and community development programs. As you know, more than 260 mayors signed a letter calling for increased funding for the CDBG program. HOME continues to be an effective affordable housing program having assisted the development and rehabilitation of nearly 900,000 affordable homes for very low and moderate-income families. These are just two examples of effective programs. Virtually every housing and community development program in your bill can be cited as having an exemplary record.

We urge the House to pass the conference report to the bill, H.R. 3074.

Sincerely,

The United States Conference of Mayors; National Association of Counties; National Associations of Local Housing Finance Agencies; National Association for County Community and Economic Development; and National Community Development Association.

NOVEMBER 13, 2007.

To: The Members of the U.S. House of Representatives:

The U.S. Chamber of Commerce, the world's largest business federation representing more than three million businesses and organizations of every size, sector, and region, strongly urges you to support the conference report for H.R. 3074, the "Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2008." This bill provides the necessary funding to ensure that the U.S. transportation system is the safest and most efficient in the world.

The business community depends on a safe and reliable transportation system to remain competitive and efficient. The nation's transportation system is the foundation of the nation's economy. If the investments necessary to maintain this foundation are not made, the U.S. economy will suffer. The inadequate surface transportation system costs the economy \$63 billion annually in lost time and fuel.

H.R. 3074 addresses the enormous demands of the nation's transportation infrastructure system by providing funding for the highway and transit programs authorized by Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which President Bush signed into law two years ago as well as funding for the Federal Aviation Administration to improve the safety, performance and capacity of the nation's aviation system.

While the Chamber strongly supports passage of H.R. 3074, it is important to note that the Chamber is disappointed that H.R. 3074 under-funds public transportation by \$81 million. These investments are vital to the safety of our system and the health of the nation's economy. It is imperative that commitments made under SAFETEA-LU be maintained as is required by law.

For these reasons, the Chamber urges you to support the conference report for H.R. 3074 and may consider using votes on, or in relation to, this issue in our annual How They Voted scorecard.

Sincerely,

R. BRUCE JOSTEN.

Ms. WATSON. Mr. Speaker, the conference report on H.R. 3074 provides critical funding for construction of new roads, repairs, and overall improvements to our Nation's infra-

structure. The legislation also provides needed funding for housing vouchers and new vouchers for veterans and disabled and low-income families.

Mr. CONYERS. Mr. Speaker, when it comes to passing a funding bill that has a positive economic impact on our Nation, none is more important than the fiscal year appropriation for the Departments of Transportation, Treasury, and Housing and Urban Development.

America's transportation system is being stretched beyond its capacity. Both public and private usage of highways, transit, and aviation systems are increasing at rates far outpacing infrastructure investment. A decaying surface transportation system costs the U.S. economy \$78 billion annually in lost time and fuel while congestion adds significant pollution to the air, and substandard roads claim thousands of lives every year.

By investing \$40 billion in the Nation's highway system for construction of new roads, repairs and improvements and \$1 billion to address deficient bridges across America, H.R. 3074 honors the commitments to capital investment in highway and public transportation infrastructure made by Congress in the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and will not increase the Federal budget deficit.

This bill also addresses many of our Nation's pressing housing needs, at a time when we are facing a housing crisis that has directly impacted millions of American homeowners and millions more as the effects have rippled through the U.S. and world economy. National estimates indicate that as many as 2.5 million mortgages will reset to higher interest rates in the near future.

The fiscal year 2008 appropriation for the Department of Housing and Urban Development also addresses the plight of homeless veterans. According to the National Coalition for Homeless Veterans, one out of every three homeless men who is sleeping in a doorway, alley or box in our cities and rural communities has put on a uniform and served this country. By providing \$75 million in housing vouchers to homeless veterans, we are beginning to address this problem by providing safe, affordable, permanent housing access to 7,500 of our homeless veterans.

Another housing program strongly supported by my constituents that this bill funds is the Section 8 Project Based Vouchers. If passed the conference report will allocate \$6.4 billion, \$405 million above 2007 and \$568 million above the President's request, to provide affordable housing to 1.3 million low- and very low-income families and individuals, two-thirds of whom are elderly or disabled.

When we pass this bill today and send it to the President, the House of Representatives will be addressing the important challenges of keeping our Nation's transportation system safe and strong, ensuring that every American has adequate shelter, and doing so in a way that strengthens the economy.

Mr. UDALL of Colorado. Mr. Speaker, I rise in support of this conference report for the Transportation, Housing and Urban Development Appropriations for 2008.

The funding provided in the conference report helps enhance our national transportation system at a critical time. Our transportation system is extended beyond its capacity. Public