

Hastings (WA) Marchant  
Heller Matheson  
Hensarling McCarthy (CA)  
Herger McCaul  
Herseht Sandlin McClintock  
Hill McCotter  
Hunter McHenry  
Inglis McKeon  
Issa McMorris  
Jenkins Rodgers  
Johnson (IL) Mica  
Johnson, Sam Miller (FL)  
Jones Miller (MI)  
Jordan (OH) Miller, Gary  
King (IA) Minnick  
King (NY) Mitchell  
Kingston Murphy (NY)  
Kirk Murphy, Tim  
Kline (MN) Myrick  
Kratovil Neugebauer  
Lamborn Nunes  
Lance Nye  
Latham Olson  
LaTourette Paul  
Latta Paulsen  
Lee (NY) Pence  
Lewis (CA) Petri  
Linder Pitts  
LoBiondo Platts  
Lucas Posey  
Luetkemeyer Price (GA)  
Lummis Putnam  
Lungren, Daniel Rehberg  
E. Reichert  
Mack Roe (TN)  
Manzullo Rogers (AL)

Rogers (KY)  
Rogers (MI)  
Rohrabacher  
Rooney  
Ros-Lehtinen  
Roskam  
Royce  
Ryan (WI)  
Scalise  
Schmidt  
Schock  
Sensenbrenner  
Sessions  
Shimkus  
Shuler  
Shuster  
Simpson  
Smith (NE)  
Smith (NJ)  
Smith (TX)  
Stearns  
Sullivan  
Terry  
Thompson (PA)  
Thornberry  
Tiberi  
Turner  
Upton  
Walden  
Westmoreland  
Whitfield  
Wilson (SC)  
Wittman  
Wolf  
Young (AK)

## NOT VOTING—17

Akin Meeks (NY)  
Andrews Moran (KS)  
Higgins Poe (TX)  
Hoekstra Radanovich  
Israel Shadegg  
Lynch Tiahrt  
Wamp  
Waters  
Watson  
Waxman  
Young (FL)

□ 1347

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

SENIOR FINANCIAL  
EMPOWERMENT ACT OF 2010

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and pass the bill (H.R. 3040) to prevent mail, telemarketing, and Internet fraud targeting seniors in the United States, to promote efforts to increase public awareness of the enormous impact that mail, telemarketing, and Internet fraud have on seniors, to educate the public, seniors, their families, and their caregivers about how to identify and combat fraudulent activity, 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 Virginia (Mr. SCOTT) that the House suspend the rules and pass the bill, as amended.

This will be a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 335, nays 81, not voting 16, as follows:

[Roll No. 487]

## YEAS—335

Ackerman  
Aderholt  
Adler (NJ)  
Alexander  
Altmire  
Arcuri  
Austria  
Baca  
Bachmann  
Bachus  
Baldwin  
Barrow  
Becerra  
Berkley  
Berman  
Berry  
Biggart  
Bilbray  
Bilirakis  
Bishop (GA)  
Bishop (NY)  
Blumenauer  
Blunt  
Bocchieri  
Bonner  
Boozman  
Boren  
Boswell  
Boucher  
Boustany  
Boyd  
Brady (PA)  
Braley (IA)  
Bright  
Brown, Corrine  
Brown-Waite,  
Ginny  
Buchanan  
Butterfield  
Calvert  
Cao  
Capito  
Capps  
Capuano  
Cardoza  
Carnahan  
Carney  
Carson (IN)  
Cassidy  
Castle  
Castor (FL)  
Chandler  
Childers  
Chu  
Clarke  
Clay  
Cleaver  
Clyburn  
Cohen  
Cole  
Connolly (VA)  
Conyers  
Cooper  
Costa  
Costello  
Courtney  
Crenshaw  
Critz  
Crowley  
Cuellar  
Culberson  
Cummings  
Dahlkemper  
Davis (AL)  
Davis (CA)  
Davis (IL)  
Davis (KY)  
Davis (TN)  
DeFazio  
DeGette  
Delahunt  
DeLauro  
Dent  
Deutch  
Diaz-Balart, L.  
Diaz-Balart, M.  
Dicks  
Dingell  
Djou  
Doggett  
Donnelly (IN)  
Doyle  
Dreier  
Driehaus  
Edwards (MD)  
Edwards (TX)

Ehlers  
Ellison  
Ellsworth  
Emerson  
Engel  
Eshoo  
Etheridge  
Fallin  
Farr  
Fattah  
Filner  
Forbes  
Fortenberry  
Foster  
Frelinghuysen  
Fudge  
Gallegly  
Garamendi  
Gerlach  
Giffords  
Gohmert  
Gonzalez  
Gordon (TN)  
Granger  
Graves (MO)  
Grayson  
Green, Al  
Green, Gene  
Griffith  
Grijalva  
Guthrie  
Gutierrez  
Hall (NY)  
Hall (TX)  
Halvorson  
Hare  
Harman  
Harper  
Hastings (FL)  
Heinrich  
Heller  
Herseht Sandlin  
Higgins  
Hill  
Himes  
Hinchey  
Hinojosa  
Hirono  
Hodes  
Holden  
Holt  
Honda  
Hoyer  
Inslee  
Israel  
Jackson (IL)  
Jackson Lee  
(TX)  
Jenkins  
Johnson (GA)  
Johnson, E. B.  
Jones  
Kagen  
Kanjorski  
Kaptur  
Kennedy  
Kildee  
Kilpatrick (MI)  
Kilroy  
Kind  
King (NY)  
Kirk  
Kirkpatrick (AZ)  
Kissell  
Klein (FL)  
Kline (MN)  
Kosmas  
Kratovil  
Kucinich  
Lance  
Langevin  
Larsen (WA)  
Larson (CT)  
Latham  
LaTourette  
Lee (CA)  
Lee (NY)  
Levin  
Lewis (CA)  
Lewis (GA)  
Lipinski  
LoBiondo  
Lofgren, Zoe  
Lowey  
Lucas  
Luetkemeyer

Scott (GA)  
Scott (VA)  
Serrano  
Sessions  
Sestak  
Shea-Porter  
Sherman  
Shimkus  
Shuler  
Sires  
Skellton  
Slaughter  
Smith (NE)  
Smith (NJ)  
Smith (TX)  
Smith (WA)  
Snyder  
Space

Speier  
Spratt  
Stark  
Stupak  
Sullivan  
Sutton  
Tanner  
Taylor  
Teague  
Terry  
Thompson (CA)  
Thompson (MS)  
Tierney  
Titus  
Tonko  
Towns  
Tsongas  
Turner

## NAYS—81

Baird  
Barrett (SC)  
Bartlett  
Barton (TX)  
Bean  
Bishop (UT)  
Blackburn  
Boehner  
Bono Mack  
Brady (TX)  
Broun (SC)  
Brown (SC)  
Burgess  
Burton (IN)  
Buyer  
Camp  
Campbell  
Cantor  
Carter  
Chaffetz  
Coble  
Coffman (CO)  
Conaway  
Duncan  
Flake  
Fleming  
Foxy

Franks (AZ)  
Garrett (NJ)  
Gingrey (GA)  
Goodlatte  
Graves (GA)  
Hastings (WA)  
Hensarling  
Herger  
Hunter  
Inglis  
Issa  
Johnson (IL)  
Johnson, Sam  
Jordan (OH)  
King (IA)  
Kingston  
Lamborn  
Latta  
Lummis  
Mack  
Manzullo  
Marchant  
McCarthy (CA)  
McClintock  
McKeon  
Miller (FL)  
Miller (MI)

Miller, Gary  
Myrick  
Nunes  
Olson  
Paul  
Pence  
Petri  
Price (GA)  
Radanovich  
Roe (TN)  
Rogers (MI)  
Rohrabacher  
Roskam  
Royce  
Ryan (WI)  
Schmidt  
Sensenbrenner  
Simpson  
Stearns  
Thompson (PA)  
Thornberry  
Tiberi  
Upton  
Walden  
Westmoreland  
Wilson (SC)  
Young (AK)

## NOT VOTING—16

Akin  
Andrews  
Frank (MA)  
Hoekstra  
Shadegg  
Shuster  
Tiahrt  
Wamp  
Watson  
Waxman  
Young (FL)

□ 1354

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

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

## PERSONAL EXPLANATION

Mr. AKIN. Madam Speaker, on July 29, 2010, I was absent from the House and missed rollcall votes 483, 484, 485, 486 and 487. Had I been present, I would have voted “no” on rollcall 483, “no” on rollcall 484, “no” on rollcall 485, “no” on rollcall 486 and “yes” on rollcall 487.

## GENERAL LEAVE

Mr. OLIVER. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include tabular and extraneous material on H.R. 5850.

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

There was no objection.

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2011

The SPEAKER pro tempore. Pursuant to House Resolution 1569 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 5850.

□ 1355

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 5850) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2011, and for other purposes, with Mr. SNYDER in the chair.

The Clerk read the title of the bill.

The CHAIR. Pursuant to the rule, the bill is considered read the first time.

The gentleman from Massachusetts (Mr. OLVER) and the gentleman from Iowa (Mr. LATHAM) each will control 30 minutes.

The Chair recognizes the gentleman from Massachusetts.

Mr. OLVER. Mr. Chairman, I yield myself 10 minutes.

Mr. Chairman, it is my privilege and pleasure to present the fiscal year 2011 Transportation, Housing and Urban Development, and Related Agencies appropriations bill to the House.

I want to thank all of the subcommittee members for their input and help with writing this bill. In particular, I would like to recognize my ranking member, TOM LATHAM, for his valuable insights during the 13 hearings the subcommittee held covering the budgets and the challenges facing transportation and housing. We do not always agree, but I greatly appreciate his partnership, and his input has made the bill better.

I also want to recognize the hard work of our staff, specifically on the minority side, Dena Baron—who I notice is soon to multiply—Matt McCardle and Doug Bobbitt, and on the majority side, Kate Hallahan, David Napoliello, Laura Hogshead, Sylvia Garcia, Patrick Hatch, Eve Goldsher, Kristin Palmer, and Blair Anderson. My ranking member and I are lucky to have such a dedicated staff who work amicably and respectfully together. They have spent many late nights putting this bill together, and we would not be here today without their hard work.

The committee-reported bill provides \$67.4 billion in discretionary resources, a decrease of \$500 million below the FY 2010 enacted level and more than \$1.3 billion below the President's request. Within an allocation that is 2 percent below the President's request, we have still been able to develop a bill that

creates jobs through investments in infrastructure and supports families that have been hit the hardest by the foreclosure crisis. These targeted increases are possible because the bill makes a number of significant reductions from the budget request by not funding \$4.8 billion in new, unauthorized initiatives that were proposed by the administration, including the National Infrastructure Bank, the Choice Neighborhoods program, and a major program to transform how our 3,200 public housing authorities function.

□ 1400

Specifically within transportation, investments are targeted to areas that will create skilled jobs immediately and build the infrastructure that underpins future economic growth. The fact remains that our transportation network has great investment needs with aging highways, bridges, and transit systems, and an air traffic control system in desperate need of modernization. It is my belief that we can no longer defer investments in our transportation systems, which provide the foundation for our Nation's economy.

Specifically, the bill provides: \$45.2 billion for the Federal Highway Administration, which is an increase of \$3.9 billion above the President's request, that will allow States to complete additional infrastructure projects, spur the economy, and create approximately 142,000 new jobs.

It provides \$11.3 billion for public transportation programs, an increase in total budgetary resources of \$508 million above the President's request, in order to help address the nearly \$80 billion maintenance backlog needed to meet a state of good repair on the Nation's fixed guideway and bus systems.

It provides a total of \$3.2 billion for Amtrak, the High-Speed Intercity Passenger Rail program, and investments in Positive Train Control. This includes a \$127.5 million increase for the first year of Amtrak's fleet plan that will support the development of a domestic manufacturing base for locomotives and railcars, and it provides \$1.16 billion for NextGen, to modernize our outdated air traffic control system, which will reduce operational costs and allow airlines to utilize our airspace more efficiently.

Within housing, we were able to use a portion of the savings, which I mentioned above, to fill holes where the President eliminated or deeply cut vital programs, including:

Restoring funding to construct housing units for the elderly and disabled to their fiscal 2010 levels;

Restoring \$75 million for 10,000 new VASH housing vouchers, which continues Congress' commitment to homeless veterans;

Providing \$200 million for HOPE VI to rehabilitate the most severely distressed public housing communities in the Nation; and

Restoring \$455 million to the Public Housing Capital Fund to help Public Housing Authorities make critical repairs and improvements to public housing units. Every dollar invested in this program returns over \$2 to the local economies and to the construction industry.

This bill also recognizes that, as the foreclosure crisis continues and with experts estimating that a record 1 million households will lose homes in 2010, access to supportive services is critical.

To that extent, the bill continues the National Reinvestment Corporation's Foreclosure Mitigation Counseling program, because homeowners who receive such counseling through this program are 60 percent more likely to avoid foreclosure than those who do not use such aid. It provides \$2.2 billion for homeless assistance grants to shelter families forced from their homes, and it takes a strong step forward in our commitment to reducing chronic homelessness.

Overall, HUD programs are maintained at levels that will ensure affordable housing opportunities are available as families recover from the economic downturn.

More broadly, this bill recognizes that the current paradigm in which affordable housing is connected to unaffordable commutes is unsustainable for families' budgets. As such, the bill provides \$677 million to coordinate transportation and infrastructure investments with the availability of housing and community services in order to decrease transportation costs, improve access to jobs and services, promote healthy communities, and enhance community connectivity.

Finally, I expect many Members to come before this body today to talk about reducing spending and the moral imperative of not leaving a deficit for future generations. Let me remind everyone that the investments in this bill address another looming deficit, specifically our transportation and housing infrastructure deficit.

The Department of Transportation's most recent Conditions and Performance Report indicates there is an annual investment gap of \$26.9 billion to maintain our current system of highways and bridges and an annual gap of \$95.9 billion to improve the system. Every dollar deferred today will catch up to the next generation in the form of falling bridges, broken roads, deteriorating housing, and an economy choked by congestion.

In conclusion, we worked hard to balance many competing needs to produce a bill that reflects the bipartisan needs of transportation and housing and that puts Americans back to work. I am pleased with the product, and I urge Members to support it.