

Mr. LAFALCE. I yield to the gentleman from New York.

Mr. QUINN. Mr. Speaker, I thank my neighbor, colleague and friend for yielding.

Mr. Speaker, let me just say for the record, to be quick here, I want to associate myself with the remarks of the gentleman from New York (Mr. LAFALCE), the gentleman from New York (Mr. REYNOLDS) and the gentleman from New York (Mr. HOUGHTON). The four of us worked on this.

This is a question today about fairness, about using current information. We know that Renewal Communities work. This legislation this evening makes it fair for everybody to become involved. I am pleased to associate myself with the hard work that has been done by the committee staff, as well as both the gentlemen from New York and our friend and colleague, the gentleman from New York (Mr. REYNOLDS).

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

Mr. LAFALCE. I yield to the gentleman from New York.

Mr. REYNOLDS. Mr. Speaker, I thank the gentleman.

I want to salute my two colleagues from Erie County and representing the Niagara frontier, as well as the distinguished gentleman managing the rule from the Southern Tier.

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This piece of legislation does a great deal to help the western New York area. I just want to salute the leadership of the gentleman from New York (Mr. LAFALCE) and the gentleman from New York (Mr. QUINN) for their efforts of making this a reality today as it comes through the House; and, hopefully, we will see that support in the Senate. It will greatly help our area recover.

Mr. LAFALCE. Mr. Speaker, I thank the gentleman from New York (Mr. REYNOLDS) for his assistance with the Republican leadership.

Mr. QUINN. Mr. Speaker, I rise today in support of H.R. 3100.

H.R. 3100 will allow Renewal Communities to amend their boundaries by adding census tracts meeting the program's criteria based on 2000 census data. The 40 Renewal Communities designated by HUD were required to use 1990 census data.

The objective of the Community Renewal Tax Reform Act of 2000, CRTRA, is to stabilize and invigorate distressed communities by providing special targeted incentives directly to businesses. These incentives are designed to expand jobs and business investment by making it more beneficial to stay or relocate in areas that have been experiencing job/population loss.

It would seem logical that those areas that have continued to deteriorate should be eligible to use the most current data available—2000 census—to expand their boundaries.

It is important to note that no existing Renewal Community will be adversely affected. Only those communities that have increased poverty levels and continued to lose busi-

nesses and jobs would apply to HUD to amend their boundaries. The same qualifying criteria will apply to adding new census tracts. No Renewal Communities will be able to include more than 200,000 in population. All tracts must be contiguous.

The economic expansion for most of the United States during the decade of the '90s was not experienced in Upstate New York. If NYC is taken out of the equation, New York ranks 49th out of the 50 States in job creation and business expansion during the '90s. The Buffalo/Niagara Falls SMA lost more jobs and population than any city in the country during that time. The August median sales prices for homes sold in the Buffalo area last month was only \$85,000, an indicator of the economic conditions.

Finally, there should be no budget impact, as the parameters of the program will remain unchanged. Thank you Mr. Speaker for scheduling H.R. 3100 on the floor of the House of Representatives today. I urge all of my colleagues on both sides of the aisle to support this bipartisan, commonsense legislation.

Mr. LAFALCE. Mr. Speaker, I withdraw my reservation of objection.

The SPEAKER pro tempore (Mr. FLAKE). Is there objection to the request of the gentleman from New York?

There was no objection.

The Clerk read the bill, as follows:

H.R. 3100

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

SECTION 1. EXPANSION OF DESIGNATED RENEWAL COMMUNITY AREA BASED ON 2000 CENSUS DATA.

(a) IN GENERAL.—Section 1400E of the Internal Revenue Code of 1986 (relating to designation of renewal communities) is amended by adding at the end the following new subsection:

“(g) EXPANSION OF DESIGNATED AREA BASED ON 2000 CENSUS.—At the request of the nominating entity with respect to a renewal community, the Secretary of Housing and Urban Development may expand the area of such community to include any census tract—

“(1) which, at the time such community was nominated, met the requirements of this section for inclusion in such community but for the failure of such tract to meet 1 or more of the population and poverty rate requirements of this section using 1990 census data, and

“(2) which meets all failed population and poverty rate requirements of this section using 2000 census data.

Any such expansion shall take effect as provided in subsection (b).”

(b) EFFECTIVE DATE.—The amendment made by subsection (a) shall take effect as if included in the amendments made by section 101 of the Community Renewal Tax Relief Act of 2000.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. HOUGHTON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.R. 3100, the bill just passed.

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

There was no objection.

RECOGNIZING THE IMPORTANCE OF SURFACE TRANSPORTATION INFRASTRUCTURE TO INTERSTATE AND INTERNATIONAL COMMERCE AND THE TRAVELING PUBLIC AND THE CONTRIBUTIONS OF THE TRUCKING, RAIL, AND PASSENGER TRANSIT INDUSTRIES TO THE ECONOMIC WELL BEING OF THE UNITED STATES

Mr. LATOURETTE. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 567) recognizing the importance of surface transportation infrastructure to interstate and international commerce and the traveling public and the contributions of the trucking, rail, and passenger transit industries to the economic well being of the United States, as amended.

The Clerk read as follows:

H. RES. 567

Whereas prior to 1890, the United States lacked a holistic, intermodal surface transportation system that linked rural towns and farmland to urban areas and cities for the purposes of travel and interstate commerce;

Whereas the emergence of the automobile and truck after 1900 created a public demand and economic need for improved roads, highways, and byways;

Whereas the United States transportation construction industry has built 3,900,000 miles of roadways, 200,000 miles of freight and passenger railroad track, and 5,800 miles of mass transit track with more than 2,300 stations;

Whereas the construction of roads and highways requires the skills of numerous occupations, including those in the contracting, engineering, planning and design, materials supply, manufacturing, distribution, and safety industries;

Whereas by 2020 the number of registered vehicles in the United States is expected to grow from 225,000,000 to about 275,000,000, requiring improvements to roads and highways;

Whereas the industries which design, construct, and maintain roads and highways generate \$200,000,000,000 for the economy annually and sustain about 2,200,000 jobs;

Whereas the advent of the truck, and technological advances expanding its cargo capacity, dramatically increased the ability of the United States to transport goods more quickly and efficiently;

Whereas the trucking industry had \$606,000,000,000 in gross freight revenues, representing 87.5 percent of the Nation's freight bill in 2000;

Whereas intercity trucks logged 1,093,000,000 ton-miles in 1999, representing almost 30 percent of the total domestic intercity ton-miles logged by all modes;

Whereas commercial trucks consumed more than 44,000,000,000 gallons of fuel and paid \$30,500,000,000 in Federal and State highway-user taxes in 1999;

Whereas by 2013 the total number of commercial trucks will increase by a third, from 6,000,000 to 8,000,000;

Whereas there were 3,090,000 truck drivers in 2000 and 9,900,000 employed throughout the United States economy in jobs that relate to the trucking industry in 1999;