

Beginning in the Eightieth Congress, Speaker Albert spent the next thirty years representing the citizens of the Third Congressional District of Oklahoma in the U.S. Congress and helped create a new era of American opportunity. He supported civil rights and antipoverty legislation. Speaker Albert provided invaluable leadership to the House of Representatives as majority leader during the Eighty-seventh through Ninety-first Congresses. As leader of this legislative body during the Ninety-second through Ninety-fourth Congresses, Speaker Albert fostered a lasting legacy.

Speaker Albert successfully steered the nation through difficult times and ensured a fair forum for democratic discussion on issues ranging from the impeachment of President Richard Nixon to the war in Vietnam. He provided the nation with stability and security while he was first in line to succeed the President of the United States, in 1973 and again in 1974.

Speaker Albert personified great American values throughout his life. He rose from childhood poverty to become a Rhodes Scholar, winner of the Bronze Star, and a distinguished U.S. Congressman.

During a time when we sometimes let partisanship get the better of us, we should look at Carl Albert as a symbol of the most esteemed values of the U.S. Congress. I join the nation in paying tribute to an exemplary citizen, who was during his lifetime and continues to be an inspiration in the greatest traditions of domestic representation.

THE AFFORDABLE DRINKING WATER ACT OF 2000

HON. JOHN A. BOEHNER

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 14, 2000

Mr. BOEHNER. Mr. Speaker, I rise today to introduce the Affordable Drinking Water Act of 2000. This legislation provides a new and creative way to bring safe drinking water in a cost-effective manner to those rural Americans who will struggle to meet this most basic need.

Under the bill, the government, working in partnership with nonprofit entities, would assist low to moderate-income individuals secure financing for the installation or refurbishing of individual household water well systems. The legislation authorizes a public/private partnership that allows homeowners of modest means to bring old household water well systems up to current standards, replace systems that have met their expected life, or provide homeowners without a drinking water source with a new individual household water well system.

The Affordable Drinking Water Act is a targeted approach. Only low to moderate income Americans who request assistance with their drinking water needs are eligible. The traditional federally subsidized long-pipe water systems run water lines across the countryside in front of homes that are experiencing drinking water problems, but also homes that are not. The current system serves customers without

adequate financial means but also many that do not need financial help. This lack of targeting federal dollars is often a waste of scarce resources. This legislation creates a financing option to install individual wells where they make the most economic sense.

This bill also provides assistance to the drinking water delivery option many rural Americans prefer. In a recent national survey, more than 80% of well owners prefer their individual household water well systems to other drinking water delivery options. Only 8.3% said they would rather have their drinking water from a water utility company. This legislation gives consumers the ability to pay for new or refurbished individual household water well systems with convenient monthly payments, like other utility bills.

It is my understanding, Mr. Speaker, that organizations like the National Ground Water Association, a group that has a long and distinguished record preserving and protecting America's precious ground water resources, strongly endorses this legislation. It is my hope that other organizations and communities that support common sense, innovative approaches to providing affordable, safe water to rural Americans will also endorse the Affordable Drinking Water Act of 2000.

I urge my colleagues to support this legislation that provides a cost-effective alternative to meeting the drinking water needs of rural America.

IVANPAH VALLEY AIRPORT PUBLIC LANDS TRANSFER ACT

SPEECH OF

HON. JIM GIBBONS

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 9, 2000

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 1695) to provide for the conveyance of certain Federal public lands in the Ivanpah Valley, Nevada, to Clark County, Nevada, for the development of an airport facility, and for other purposes:

Mr. GIBBONS. Mr. Chairman, I include the following letters of support for H.R. 1695, the Ivanpah Valley Airport Public Lands Transfer Act.

AIRPORTS COUNCIL INTERNATIONAL,

Washington, DC, March 7, 2000.

DEAR MEMBER OF CONGRESS: Airports Council International-North America urges your strong support of H.R. 1695, the Ivanpah Valley Airport Public Lands Transfer Act. This legislation would enable the Clark County, Nevada Department of Aviation to buy 6,500 of federal land for a new airport to serve Las Vegas.

The number of air passengers traveling in the United States is expected to increase from less than 700 million to over a billion in just a few short years. We need to add airport capacity across the nation to accommodate this growth.

Air traffic at Las Vegas McCarran International airport grew 11 percent last year alone, creating the prospect of significant future delays if new runway and terminal facilities are not built. Las Vegas is currently

the tenth busiest airport in the nation with connections to over 50 other cities. Delays in Las Vegas will mean delays in other cities as well.

The FAA Reauthorization package agreed to by the conferees this week provides airports with much of the funding they require to meet tomorrow's needs. In order for this important work to be done, airports such as Las Vegas must be able to overcome the environmental opposition to their expansion projects. Existing airports all across the nation are facing congestion in terminals and on runways. New airport capacity is needed today.

We urge you to support H.R. 1695.

Sincerely,

JEFFREY GOODELL,
Vice President, Government Affairs.

AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES,
Alexandria, VA, March 3, 2000.

Hon. JAMES GIBBONS,
U.S. Representative, Cannon House Office Building, Washington, DC.

DEAR REPRESENTATIVE GIBBONS: The U.S. House of Representatives will shortly be considering H.R. 1695, which would permit Clark County, Nevada to purchase 6,500 acres of federal land in the Ivanpah Valley for a future commercial airport site. Your support, and that of your colleagues, is critical to ensuring the continued economic vitality of Southern Nevada well into the 21st Century.

Passenger traffic at McCarran International Airport has been increasing for the past 16 consecutive months. During that period, passenger enplanements have risen by over 11 percent. Continued growth, at even a moderate rate, will bring the Airport to its effective capacity by 2012. The Clark County Department of Aviation estimates it will take at least seven years to plan, design and construct the new airport. I think you will agree that prompt congressional action is critical.

The Ivanpah Valley is the best location for a future second airport to serve the Las Vegas metropolitan area. The proposed location is 35 miles from the heart of the Las Vegas valley, between Jean and Prim, Nevada. Also, it is bounded by Interstate Highway 15 and main line of the Union Pacific Railroad, giving the new airport excellent and essential multimodal/intermodal surface access opportunities.

Thank you again for your support and assistance. If further information is desired, please do not hesitate to contact Randall H. Walker, Director of Aviation at (702) 261-5150.

Sincerely yours,

TODD HAUPTLI,
Senior Vice President for Policy and Government Affairs.

LAS VEGAS CHAMBER OF COMMERCE RESOLUTION IN SUPPORT OF IVANPAH AIRPORT LAND SALE

Whereas, visitors from outside the state directly and indirectly account for more than half the state's economic activity thereby constituting the economic lifeblood of Nevada; and

Whereas, airline passengers constitute nearly 50% of the visitors to the Las Vegas Valley and this percentage is likely to increase as Las Vegas adds to its presence as a gateway for international travelers; and

Whereas, McCarran International Airport has a capacity to handle 55 million passengers annually. In 1999, over 33.6 million