

Lazio	Owens	Simpson
Leach	Oxley	Sisisky
Lee	Packard	Skeen
Levin	Pallone	Skelton
Lewis (CA)	Pastor	Slaughter
Lewis (KY)	Paul	Smith (MI)
Linder	Pease	Smith (NJ)
Lipinski	Pelosi	Smith (TX)
Lofgren	Peterson (PA)	Smith (WA)
Lowey	Petri	Snyder
Lucas (KY)	Phelps	Souder
Lucas (OK)	Pickering	Spratt
Luther	Pitts	Stabenow
Maloney (CT)	Pombo	Stark
Maloney (NY)	Pomeroy	Stearns
Manzullo	Porter	Stenholm
Markey	Portman	Stump
Martinez	Price (NC)	Sununu
Mascara	Pryce (OH)	Talent
Matsui	Quinn	Tanner
McCarthy (MO)	Radanovich	Tauscher
McCarthy (NY)	Rahall	Tauzin
McCrery	Rangel	Taylor (NC)
McGovern	Regula	Terry
McHugh	Reyes	Thomas
McInnis	Reynolds	Thornberry
McIntyre	Riley	Thune
McKeon	Rivers	Thurman
McKinney	Rodriguez	Tiahrt
McNulty	Roemer	Tierney
Meehan	Rogan	Toomey
Meeke (FL)	Rogers	Towns
Meeke (NY)	Rohrabacher	Trafficant
Menendez	Ros-Lehtinen	Turner
Metcalf	Rothman	Udall (CO)
Mica	Roukema	Upton
Millender-	Roybal-Allard	Velazquez
McDonald	Royce	Vitter
Miller (FL)	Rush	Walden
Miller, Gary	Ryan (WI)	Walsh
Minge	Ryun (KS)	Wamp
Mink	Salmon	Watkins
Moakley	Sanchez	Watt (NC)
Mollohan	Sanders	Watts (OK)
Moran (KS)	Sandlin	Waxman
Morella	Sanford	Weiner
Murtha	Sawyer	Weldon (FL)
Myrick	Saxton	Weldon (PA)
Nadler	Schakowsky	Wexler
Napolitano	Sensenbrenner	Weygand
Neal	Serrano	Whitfield
Nethercutt	Sessions	Wicker
Ney	Shadegg	Wilson
Northup	Shaw	Wise
Norwood	Shays	Wolf
Nussle	Sherman	Woolsey
Obey	Sherwood	Wynn
Olver	Shimkus	Young (AK)
Ortiz	Shows	Young (FL)
Ose	Shuster	

NOES—45

Aderholt	Gutierrez	Peterson (MN)
Baird	Hastings (FL)	Pickett
Bilbray	Hefley	Ramstad
Borski	Hill (MT)	Sabo
Brady (PA)	Hilleary	Strickland
Chenoweth-Hage	Hilliard	Stupak
Clay	Hinche	Sweeney
Clyburn	Kucinich	Taylor (MS)
Coburn	Lewis (GA)	Thompson (CA)
Costello	LoBiondo	Thompson (MS)
Crane	McDermott	Udall (NM)
Dickey	Miller, George	Visclosky
English	Moore	Waters
Filner	Oberstar	Weller
Gibbons	Pascrell	Wu

ANSWERED "PRESENT"—1

Tancredo

NOT VOTING—19

Bono	Granger	Scarborough
Brown (OH)	Kasich	Schaffer
Capuano	LaTourette	Scott
Clement	McCollum	Spence
Cooksey	McIntosh	Vento
Frank (MA)	Moran (VA)	
Frost	Payne	

So the Journal was approved.

The result of the vote was announced as above recorded.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H. CON. RES. 396

Mr. BERMAN. Mr. Speaker, I ask unanimous consent that my name be removed as a cosponsor of House Concurrent Resolution 396.

The SPEAKER pro tempore (Mr. OSE). Is there objection to the request of the gentleman from California?

There was no objection.

IVANPAH VALLEY AIRPORT PUBLIC LANDS TRANSFER ACT

The SPEAKER pro tempore. Pursuant to House Resolution 433 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. 1695.

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. 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, with Mr. LAHOOD in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Utah (Mr. HANSEN) and the gentleman from California (Mr. GEORGE MILLER) each will control 30 minutes.

The Chair recognizes the gentleman from Utah (Mr. HANSEN).

Mr. HANSEN. Mr. Chairman, I yield myself such time as I may consume, and I rise in support of H.R. 1695, introduced by my colleague, the gentleman from Nevada (Mr. GIBBONS).

An enormous amount of effort has gone into the preparation of this bill, and I would like to commend the gentleman from Nevada (Mr. GIBBONS) for working so diligently on this bill and bringing it to the floor. I do not think a lot of my colleagues realize that the gentleman from Nevada probably knows as much about aviation as any Member in the Congress, serving both as a military pilot and a commercial pilot, as well as the many other accomplishments he has had in his life. And I commend him on doing an excellent job on a piece of legislation that has been quite controversial, but which I think we now have a meeting of the minds on.

Clark County, Nevada, is the fastest growing metropolitan area in the Nation, and its current McCarran Airport, located in Las Vegas, is quickly exceeding capacity. The exorbitant growth in development and tourism has made the need for another airport in the Las Vegas metro area absolutely critical. The ever-increasing influx of

visitors to southern Nevada is overrunning the present airport. Approximately half of the visitors to Las Vegas arrive as passengers at McCarran Airport, and that figure will continue to climb as the city increasingly becomes an international destination. I have been given to understand that it is now the ninth busiest airport in America.

H.R. 1695 authorizes the sale of Federal lands to Clark County for the construction of a new airport which will serve southern Nevada and the Las Vegas Valley. Clark County would pay fair market value for 6,500 acres in Ivanpah Valley, the proceeds of which would be used to purchase and preserve environmentally-sensitive areas within the State of Nevada.

The topography and orientation of the Ivanpah Valley make it an ideal location for an airport. The land is a dried-up lakebed, with nothing more than an interstate highway and a railroad on either side. An airport in this valley would be close enough to serve the metro area; however, its existence will not interfere with the current airspace needs of McCarran Airport or Nellis Air Force Base.

The environmental impact of this airport will be minimal. Nevertheless, H.R. 1695 ensures full compliance with all of the National Environmental Protection Act's provisions prior to operation of this airport. The airport will be located 16 miles away from the Mojave Preserve to avoid interference with that area. The Secretary of Transportation will design an airspace management plan that will avoid, to the maximum extent possible, overflights of the Mojave Preserve.

Mr. Chairman, at the appropriate time I will be offering an en bloc amendment to address the outstanding concerns with this legislation. The amendment has been agreed to by the minority and provides bipartisan support for this legislation, and I thank my staff and the staff of the gentleman from Nevada (Mr. GIBBONS) and the minority for working diligently to work out this en bloc amendment.

Mr. Chairman, I reiterate my support for H.R. 1695 and ask for the endorsement of the Members to provide this much-needed improvement to Nevada's infrastructure.

Mr. Chairman, I reserve the balance of my time.

Mr. GEORGE MILLER of California. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman H.R. 1695 directs the conveyance of a substantial tract of public lands located near the Mojave National Preserve for the development of a large commercial airport and related facilities for the Las Vegas area.

As reported by the Committee on Resources, H.R. 1695 was a controversial measure. The bill was opposed by the administration, the environmental community, and many Members because the legislation failed to adequately address the potential environmental impacts, land-use conflicts, and