

Experience cries out that it would be wise for the nation to pause and ponder all alternatives before further deregulation experiments are undertaken.

INTRODUCTION OF AN ACT TO END  
GRIDLOCK AT OUR NATION'S  
CRITICAL AIRPORTS

**HON. WILLIAM O. LIPINSKI**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, June 7, 2001*

Mr. LIPINSKI. Mr. Speaker, recently, there has been much said and written about the possibility of new runways at Chicago's O'Hare International Airport. Some might think new runways are a new idea. They are not.

In fact, in 1991, the Chicago Delay Task Force, which was composed of representatives from Chicago's Department of Aviation, the Federal Aviation Administration (FAA), air traffic control, and airport users, recommended that new runways be added to O'Hare in order to reduce delays and improve efficiency. The final report of the Chicago Delay Task Force reads that new O'Hare runways "represent the greatest opportunity to reduce delays in Chicago, particularly during bad weather conditions." Unfortunately, this recommendation was ignored because the governor at the time was opposed to new runways at O'Hare. (Fortunately, most of the other physical and technical improvements that the Task Force recommended were implemented and, as a result, delays at O'Hare decreased by 40 percent between 1988 and 1998.)

Fast-forward a decade to 2001. Delays are once again on the rise at O'Hare. In fact, according to the FAA, O'Hare was ranked the third most delayed airport in the country in 2000 with slightly more than 6 percent of all flights delayed more than 15 minutes. Once again, a Chicago Delay Task Force has been convened and representative from the Department of Aviation, The FAA, and the airport users will study O'Hare Airport to determine what can be done to most effectively reduce delays.

No one will be surprised when the Task Force determines—once again—that adding runways are the most effective way to reduce delays. This is a well-known fact. Mitre, NASA, and other technical organizations have reviewed all of the capacity enhancing technologies and procedures that are in development and have concluded that the cumulative effect of implementing all of these technologies would increase capacity only by roughly 5 to 15 percent. In contrast, building new runways at capacity constrained airports increases capacity by 40 to 50 percent. Additional runways—at O'Hare and throughout the nation—are the answer to the congestion problem plaguing our national aviation system.

Additional runways are especially critical at O'Hare Airport. Chicago is, and always has been, the nation's transportation hub. O'Hare is a domestic and international hub that serves not only Chicago passengers but also passengers that pass through Chicago on their way to destinations across the United States and across the globe. O'Hare is the lynchpin of our national aviation system. Therefore, the congestion and delays that plague O'Hare also plague the rest of our national aviation

system. Delays at O'Hare ripple throughout the system, earning O'Hare the undesirable designation as a "chokepoint" in our national aviation system. If O'Hare remains a chokepoint, it threatens the reliability and efficiency of the entire United States aviation system.

The fate of new runways at O'Hare rests with George Ryan, the Governor of Illinois. A small provision tucked away in Illinois law effectively gives the Governor the ability to approve or deny development at O'Hare Airport. Unfortunately, despite Governor Ryan's exemplary record in terms of transportation investment, the Governor is politically hamstrung in what he can do regarding additional runways at O'Hare.

As the U.S. Representative for residents living near Midway Airport, I know that quality-of-life issues in communities surrounding airports are very important. The City of Chicago Department of Aviation has been quick to address these important quality-of-life issues. In fact, the City of Chicago has spent over \$30 million dollars at O'Hare alone on noise mitigation efforts, such as installing a \$4 million state-of-the-art noise monitoring system, constructing a \$3.2 million hush-house on the airfield, and soundproofing 75 schools and 3,934 homes for a total cost of \$309 million. The City of Chicago has been mentioned as a model for the nation for its noise mitigation efforts.

Yet, despite these mitigation efforts, some of the airport's neighbors still seek to constrain the growth of O'Hare. Unfortunately, this group has the attention of their local political leaders in the state legislature as well as the Governor. Governor Ryan has offered to review plans for new runways but local politics, I believe, prevent the Governor from ever seriously considering new runways at O'Hare.

For months, I have been working quietly behind the scenes with all of the major parties involved in moving new runways at O'Hare forward. It is clear that local politics will prevent new runways from being added at O'Hare. Of course, local concerns must be addressed. But, a powerful few cannot continue to derail future development of O'Hare International Airport, the heart and soul of our national aviation system. Therefore, a national solution is needed.

For this reason, I am introducing legislation today that, by preempting certain state laws, will elevate the decision to build new runways at O'Hare to the federal level. O'Hare needs new runways to remain a viable and competitive airport. Nothing is going to change at O'Hare unless the federal government gets involved. The federal government recognizes the importance and necessity of new runways at O'Hare and is ready to act to make them a reality. An Act to End Gridlock at Our Nation's Critical Airports allows the federal government to do just that. I urge my colleagues to support this vital legislation.

TRIBUTE TO DAVID K. WINTER

**HON. ROY BLUNT**

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

*Thursday, June 7, 2001*

Mr. BLUNT. Mr. Speaker, I want to congratulate one of my former colleagues, Dr.

David K. Winter, on his retirement after twenty-five years as President of Westmont College, a Christian liberal arts college located in Santa Barbara, California. He has overseen the growth of the Westmont student body to its present level of 1,200 students, and has put the college on a much firmer financial footing than when he arrived on campus. Prior to coming to Westmont, he serves as Academic Vice President and then Executive Vice President at Whitworth College (WA). He also served on the faculty at Wheaton College (IL) and Calvin College (MI). He received his Ph.D in Anthropology and Sociology from Michigan State University.

Among many other accomplishments, Dr. Winter served for nine years with the Western Association of School and Colleges, and in June 2000, he completes a term as Director of the Council of Higher Education Accreditation, based on Washington, D.C. He has been named as one of the most effective college leaders in the United States, and in 1991, he was a recipient of the President Leadership Awards and Grants given nationally by the Knight Foundation. President Winter has also been a leader in the Council of Christian Colleges and Universities, a Washington-based group of over 100 U.S. schools with more than 50 affiliates in 17 countries.

He is and I am sure will remain active in many local organizations in Santa Barbara. In 1998, the Santa Barbara News Press honored him with its Lifetime Achievement Award, and in 1999, the John Templeton Foundation selected him as one of 50 college presidents who have exercised leadership in character development.

But most important of all, David Winter's real impact cannot be measured by awards and titles. His real impact has been on the thousands of students who have attended Westmont in the last twenty-five years. He has spearheaded the effort on the part of the entire Westmont Community to provide a thorough liberal arts education with a Christian foundation. His leadership and firm faith have led Westmont into the 21st Century as the Westmont community continues to turn out young people who are committed to being good citizens of the United States and the world. I want to wish David and his wife and partner in leading Westmont, Helene, the best as they enter this new phase of their life together.

TRIBUTE TO SAN FRANCISCO  
POLICE CHIEF, THOMAS CAHILL

**HON. NANCY PELOSI**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, June 7, 2001*

Ms. PELOSI. Mr. Speaker, I rise to pay tribute to the life and work of San Francisco Police Chief Thomas Cahill as he celebrates his 90th birthday today, June 8, 2001. The residents of San Francisco owe him great thanks for his visionary leadership and tireless service.

Mr. Cahill has spent a lifetime defending the streets and people of San Francisco, but his journey did not begin there. On February 2, 1930, at the age of 16, Mr. Cahill said goodbye to his native Ireland. Mr. Cahill did not immediately begin his life in San Francisco fighting crime. He credits his first job as an ice

deliveryman with giving him a map of San Francisco in his head, which later proved to be useful during his beat walks.

Mr. Cahill was appointed to the San Francisco Police Department on July 13, 1942. He rose rapidly through the police ranks, from walking a beat to the Accident Investigation Bureau to the Detective Bureau and the Homicide Detail, where he rose to the rank of Inspector. In February of 1956, Mr. Cahill was appointed Deputy Chief of Police. He was appointed Chief of Police in September of 1958. Chief Cahill's swift rise was unprecedented, as were his accomplishments as Chief of Police. He introduced the Police Cadet Program, the Tactical Crime Prevention Squad and the Canine Unit among others.

President Lyndon Johnson appointed Chief Cahill to serve as a member of the President's Commission on Law Enforcement and the Administration of Justice in 1965. Chief Cahill was the only Chief of Police to receive such distinction. Chief Cahill also served as the President of the International Association of Chiefs of Police from October 1968 to October 1969, representing 65 nations in the free world.

In 1970, Chief Cahill retired from the police department after 28 years of dedicated service so that he could spend more time with his family, but his dedication to our city never wavered.

It is my honor to recognize the achievements of my constituent and treasured San Francisco figure, Chief Thomas Cahill. In 1994, San Francisco honored the Police Chief by renaming the Hall of Justice in San Francisco as the Thomas J. Cahill Hall of Justice. San Francisco is unquestionably a better city because of his dedicated service. Chief Cahill's commitment to the San Francisco community and his family earn him the respect and admiration of all who know him. I join his family and friends in wishing him a Happy 90th Birthday!

A SPECIAL TRIBUTE TO THE 2001  
DIVISION IV STATE SOFTBALL  
CHAMPIONS: THE GIBSONBURG  
GOLDEN BEARS

**HON. PAUL E. GILLMOR**

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Thursday, June 7, 2001*

Mr. GILLMOR. Mr. Speaker, it is with great pride that I rise today to recognize the State of Ohio 2001 Division IV State Softball Championship team from Gibsonburg High School. On Saturday, June 2, 2001, the Gibsonburg Golden Bears decisively clinched the state title by defeating the Loudonville Redbirds four to zero.

Under Head Coach Erika Foster and Assistant Coach Tom Hiser, the Lady Golden Bears have secured the first state championship of any kind in Gibsonburg High School history and the first softball championship for the area.

The members of the team and their positions are: Heather Hill—Short Stop; Morgan Osborne—Left Field; Angela Ruiz—Third Base; Jamie Wonderly—Pitcher; Sarah Taulker—Center Field; Mandy Sleek—Utility Player; Sarah Walby—Second Base; Sheena Smith—Utility Player; Lexe Warren—First

Base; Krissy Lotycz—Catcher; Kelly Krotzer—Utility Player; and Beth Gruner—Right Field.

I ask my colleagues and the entire Ohio delegation to join me in congratulating the Gibsonburg Golden Bears softball team and their coaches.

HONORING RENI IOCOANGELI ON  
HIS RETIREMENT

**HON. JOHN D. DINGELL**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Thursday, June 7, 2001*

Mr. DINGELL. Mr. Speaker, I rise today to honor one of Michigan's finest and hardest working citizens, Mr. Reni Iocoangeli, on the occasion of his retirement.

Mr. Iocoangeli learned the value of dedication, responsibility and hard work early in life. Having lost his father when he was just a young man, Mr. Iocoangeli took on several jobs to support his family. In April 1951, Mr. Iocoangeli was hired at Ford Motor Company in Monroe, Michigan, where he still works today. On July 1, 2001, after more than a half century of dedication and service, Mr. Iocoangeli will retire from Ford.

While fifty years at Ford, or with any company, is an accomplishment, Mr. Iocoangeli's true dedication and devotion is to his family. Married in 1963 to Simica Bosonac, after a 7-year engagement, Mr. Iocoangeli has always put family first. Mr. Iocoangeli has passed his values of hard-work, commitment to family on to his sons, Ted and Michael, as well as his grandchildren, Melinda and Alexander.

Mr. Speaker, as Mr. Iocoangeli leaves Ford after fifty years of service, I would ask that all my colleagues salute him for his dedication, hard work and commitment to family.

TRIBUTE TO THE LIMA NAACP

**HON. MICHAEL G. OXLEY**

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Thursday, June 7, 2001*

Mr. OXLEY. Mr. Speaker, it is my honor today to offer my best wishes to the Lima (Ohio) NAACP at its annual radiothon this Saturday, June 9.

This event, to be held at Lima's Bradfield Center, is designed to increase local awareness of the chapter, attracting new members from the community and renewing the dedication and commitment of current members. The radiothon broadcast will be live on Lima's WIMA-AM from 1:00 to 4:00 PM.

The Lima chapter president, Mrs. Daisy Gipson, and my good friend Malcolm McCoy deserve particular recognition for this hard work with the organization. I applaud them and their colleagues in the local chapter for their positive influence on young people in and around Lima, and wish them every success with Saturday's radiothon.

INTRODUCTION OF THE SAFE  
DRINKING WATER AND ARSENIC  
REMOVAL ACT OF 2001

**HON. MIKE ROGERS**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Thursday, June 7, 2001*

Mr. ROGERS of Michigan. Mr. Speaker, high arsenic levels are prevalent in the state of Michigan and in many areas throughout the nation. Science has confirmed that arsenic can be dangerous to humans. What sound science though has not yet determined is exactly what level of arsenic is harmful and what level is safe for human consumption. Once that determination is made, however, we ought to allow existing federal dollars to assist local communities in immediately bringing the presence of arsenic to scientifically-proven safe levels.

The Safe Drinking Water and Arsenic Removal Act would allow local municipalities to access funding to clean up water systems with high arsenic levels which exceed the new Environmental Protection Agency (EPA) arsenic standard due out in February of 2002. When the EPA issues the new arsenic standard they will set a five year time frame for municipalities to comply. Because they are not in violation of any standard, communities would not be eligible for federal funding to clean up water systems that have been deemed dangerous by the scientists at the EPA for five years. This bill would allow municipalities to qualify for that funding immediately.

For example, if the EPA adopts the new standard recommended by the Michigan Department of Environmental Quality (MDEQ) of 20 parts per billion arsenic maximum, 169,000 people in Michigan would be drinking water deemed by EPA scientists as dangerous to human health for as many as five years. Let's help ensure families living in areas with high arsenic levels do not have to worry about the safety of their drinking water.

Finally, The Safe Drinking Water and Arsenic Removal Act requires no new funding sources, but makes monies available from two existing programs: the Safe Drinking Water Revolving Fund and the Consolidated Farm and Rural Development Program.

IN RECOGNITION OF THE CHIEF  
RONALD HENDERSON

**HON. RICHARD A. GEPHARDT**

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

*Thursday, June 7, 2001*

Mr. GEPHARDT. Mr. Speaker, I rise today to pay tribute to Ronald Henderson, who from 1995 through May of this year served as Chief of Police in my home town of St. Louis. I have known Ron for many years now, and can personally attest to the dedication with which he carried out his duties.

Ron served in the St. Louis Police Department for over 29 years. During his tenure as Chief of Police, he was responsible for many high-profile events in St. Louis, including a 1999 visit by Pole John Paul III, and of course our city's first Super Bowl victory parade and celebration last year. His organization and close coordination with other law enforcement