

example, the Defense Department owns major bands of Spectrum, but is unwilling to turn them over for commercial use; could this decision be based on the fact that it does not benefit from the sale of these assets?

The next few years should be a time of testing new limits and learning from what does not work. In the end, our goal should be to "leave no Congress behind." The accuracy of the projections we work with will influence the quality of our policy decisions. Each Congress deserves the best it can get—and so do the American people. The right decisions will stand behind economic growth that benefits us all.

The SPEAKER pro tempore (Mr. PLATTS). Under a previous order of the House, the gentleman from California (Mr. HORN) is recognized for 5 minutes.

Mr. HORN addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Mississippi (Mr. SHOWS) is recognized for 5 minutes.

(Mr. SHOWS addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

END GRIDLOCK AT OUR NATION'S CRITICAL AIRPORTS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. LIPINSKI) is recognized for 5 minutes.

Mr. LIPINSKI. Mr. Speaker, recently there has been much said and written about the possibility of new runways at Chicago 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 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. Fast forward a decade to 2001. Delays are once again on the rise at O'Hare. Once again the Chicago Delay Task Force has been convened, and representatives 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 once again determines that adding runways are the most efficient way to improve capacity and end delays at O'Hare. Jane Garvey, the administrator of the FAA, testified that, while the FAA's ongoing air traffic control initiatives will increase capacity, the initiatives will increase it only by a very small amount compared to

what the increase would be if a new runway or two were added at O'Hare.

Additional runways are needed not only at O'Hare but throughout our national aviation system. New runways are the key to ending delays and congestion and adding to our capacity.

Additional runways are especially critical at O'Hare. Chicago is and always has been the Nation's transportation hub. 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 choke point in our national aviation system. If O'Hare remains a choke point, it threatens the reliability and efficiency of the entire United States aviation system.

The fate of new runways at O'Hare rests with Governor George Ryan. Unfortunately, despite Governor Ryan's excellent 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 the airport 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 \$320 million at O'Hare alone on 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 political leaders in the State legislature as well as the Governor.

George 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 today legislation that will preempt certain State laws and will elevate the discussion to build new runways at O'Hare to the Federal level. O'Hare needs new runways to remain a vital and competitive airport. Nothing is going to change at O'Hare unless the Federal Government gets involved. An act to end gridlock at our Nation's critical airports allows the Federal Government to do just that.

Mr. Speaker, I urge my colleagues to support this very vital legislation. This is the only way that we will end delays, the only way that we will end congestion, and the only way that we will add

capacity to the United States aviation system.

RECOGNIZING THE ACCOMPLISHMENTS OF ALAN WEBB

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Virginia (Mr. TOM DAVIS) is recognized for 5 minutes.

Mr. TOM DAVIS of Virginia. Mr. Speaker, I rise today to honor a young man from Virginia's Eleventh Congressional District, Alan Webb, a senior at South Lakes High School in Reston. Perhaps you have been reading about him in the newspaper.

Mr. Speaker, it has been said that it takes many years to become an overnight success, and this is certainly the case with Alan Webb. I saw him for the first time compete in the Foot Locker Challenge in Charlotte, North Carolina, in 1999; and in the cross-country field he ran way ahead of the pack. He is an outstanding young man.

But Alan achieved national recognition in May when he competed in the 27th Prefontaine Classic at the University of Oregon. This is considered one of the premier races in the sport of track and field. Alan finished a remarkable fifth against some of the finest milers in the world. But even more remarkable, his time was 3 minutes 53 seconds, a new record for the high school mile.

The previous high school mark of 3 minutes 55 seconds was set 35 years ago in 1965 by my friend and colleague, the gentleman from Kansas (Mr. RYUN). Let us put that in perspective. An 18-year-old broke a 36-year-old record in what many consider to be the most exciting event in track and field.

His performance at the Prefontaine Classic electrified those in attendance. A large crowd anticipating Alan's record-breaking bid rose to their feet when Alan's name was announced. And their cheers were even more deafening when his time was posted at the race's end. He made no secret of the fact that he hoped to set the record at this event, putting an exclamation point on what was already an exceptional high school career. His accomplishment, in this sense, was Ruthian: He set the highest possible goal, and he achieved it.

What is most commendable, perhaps, is the grace with which Alan has accepted his fame. He has said that he knows his mark will one day be broken as well. He has publicly recognized all those who have helped him reach such heights: family, friends, coaches, and teammates.

As I noted earlier, Alan may have achieved new levels of public recognition by breaking the high school record, but the determination was evident long ago.

On June 2, Alan joined his South Lakes teammates at the Virginia AAA Track and Field Championships at Virginia Commonwealth University in Richmond. They competed in the 4x4

relay, where Alan's team placed fourth. He also competed in the 800 meter race, shattering the State record in that event by 2 seconds, finishing in 1 minute 47 seconds.

Alan will be attending the University of Michigan in the fall. He realizes that he has only a few weeks left in high school and is enjoying every moment. His down-to-earth demeanor has allowed him to keep his achievements in perspective, as fans and friends now ask for pictures and autographs. He looks forward to greater success in the future.

Mr. Speaker, in closing, I ask my colleagues to join me in congratulating Alan. It is especially pleasing to have the gentleman from Kansas (Mr. RYUN) with me on the floor here today. I appreciate the class with which he has passed his torch to Alan, and I am sure Alan does as well.

Mr. Speaker, I yield to the gentleman from Kansas (Mr. RYUN).

Mr. RYUN of Kansas. Mr. Speaker, I thank the gentleman from Virginia for recognizing Alan Webb. It is an honor to be a part of this, and I want to congratulate Alan's parents as well, Steve and Catherine; his brother, Chris; his coach, Scott. They have all participated in a plan that has been very successful.

I met Alan about 3 years ago for the first time when he broke my then-sophomore record, and continued to watch his improvements along the way. He has developed his God-given talents to the fullest. He has a bright future, and he has also given our young people a role model. He has shown that hard work and dedication, those principles work, and with the right planning along the way, you can achieve great things.

I had the opportunity to visit with Alan almost 3 years ago. I encouraged him at that time to surround himself with those people who believed, as he did, that it could be done. There are always people that say it cannot be done. He took my advice. My congratulations to him.

Mr. TOM DAVIS of Virginia. Mr. Speaker, let me say to the gentleman from Kansas, I appreciate his being here today. For Alan and his family and all of his supporters in the South Lakes community and across the country, we join in this tribute today.

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NATIONAL HOMEOWNERSHIP WEEK

The SPEAKER pro tempore (Mr. PLATTS). Under a previous order of the House, the gentlewoman from North Carolina (Mrs. CLAYTON) is recognized for 5 minutes.

Mrs. CLAYTON. Mr. Speaker, I rise to note the advantages and opportunities for homeownership in recognition of National Homeownership Week. Those of us who own a home know the joy, the satisfaction, and the peace of mind that results from owning your "piece of the rock."

Homeownership is the greatest investment many Americans will make. It offers a means of creating wealth, an appreciating asset, with certain tax benefits. It instills a sense of pride and dignity and helps to revitalize communities where people have tended to rent their dwellings. It helps to make real the American dream. Indeed, the long-term fixed-rate mortgage that so many Americans enjoy is one of the blessings and benefits of living in this great Nation. By contrast, most other nations offer only variable rates that when times are tough result in instability and even dislocations.

For many years, it has been the public policy of this Nation to promote homeownership. We have passed the laws that make available grants, loans, tax credits and deductions for housing construction and mortgage interest payments and real estate taxes. These laws and our national prosperity of the last 8 years have produced today the highest level of homeownership in the history of the Nation.

However, for many Americans, homeownership remains merely a dream deferred. The record low mortgage interest rates are not sufficient for persons who work full time but earn wages too low to qualify for a mortgage loan. The low rates do not help persons saddled with high debts or bad credit histories. They do not help people who live in communities with an insufficient stock of affordable homes, even though their income in other communities would be sufficient to buy a home. They also do not help those who do not understand the advantages and opportunities of homeownership or how to effectively negotiate the process of selecting a home, applying for and closing on a mortgage loan, and maintaining the home.

I am pleased with the leadership offered by the Congressional Black Caucus Foundation in collaboration with national partners including mortgage lenders, insurers, Realtors, leaders of faith-based institutions, government and community leaders and credit and housing counselors to help identify and overcome many of the barriers to homeownership. Two months ago, we launched a national campaign to promote homeownership and to help bridge the huge racial divide in homeownership rates. Although more than 7 out of 10 white Americans own their home, only 4 out of 10 African Americans and Hispanics own their home.

This national campaign is called With Ownership, Wealth, WOW. It will make available a variety of flexible products and services that will help to eliminate traditional barriers to homeownership, such as down payment and closing costs, and home buying and consumer credit counseling service to help maintain good credit and to repair credit histories.

In addition to this national campaign, we will continue to conduct regional housing summits like we held in North Carolina in July of 1999, in Cali-

fornia last year, and in New York earlier this year. Members of the Congressional Black Caucus also will sponsor in their districts starting this month housing and home buyer fairs. In my district, I will sponsor a home buyer fair next Saturday, June 16. We will help our citizens better understand how to become homeowners.

I greatly appreciate the concerns and commitment displayed by our partners and by my colleagues in the Congressional Black Caucus. I commend this effort to each Member of Congress to join us in promoting homeownership. Help us to bridge the racial disparity in homeownership rates. Together, we can combine public and private resources to help remove barriers to homeownership for many Americans across the Nation. Together, we can make real for many Americans the dream of owning their own home and realizing the American dream.

STANDARD TRADE NEGOTIATING AUTHORITY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Pennsylvania (Mr. ENGLISH) is recognized for 5 minutes.

Mr. ENGLISH. Mr. Speaker, I rise on a topic that is of central importance to our economy for many years to come, a topic which Congress is going to be called upon to consider in the near future, and I think has to consider in a bipartisan way in thinking outside of the box, thinking outside of their traditional ways of approaching it. I am referring here, of course, to the topic of trade and trade negotiating authority for the President.

Mr. Speaker, more than 200 years ago, Benjamin Franklin wisely observed that no Nation was ever ruined by trade. Back then, the United States was a small part of the global economy. By far, the largest portion of the wealth of the world lay outside of our borders. Franklin was simply expressing that which was obvious to most Americans, the wealthiest and most powerful nations on Earth were the great trading powers. If the U.S. were ever to live up to its potential, we had to plug in, we had to participate in the global economy. An island, even one of continental scale, could not expect to prosper by sealing its borders to the commercial opportunities that lie abroad.

But today, Mr. Speaker, all that has changed. Or has it?

Following World War II, the U.S. temporarily was an economic colossus such as the world had never seen. By some measures, we accounted for over 50 percent of world economic output. Gradually, however, the old balance was restored. Europe and East Asia were rebuilt, international trade soared as the nightmare effects of the war and depression-causing tariff walls were swept away, economies prospered, and tens of millions were lifted from poverty. Today, 75 percent of the world economy is outside of our borders.