

## EXTENSIONS OF REMARKS

RESTARTING AMERICAN  
OFFSHORE LEASING NOW ACT

SPEECH OF

**HON. GENE GREEN**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, May 5, 2011*

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 1230) to require the Secretary of the Interior to conduct certain offshore oil and gas lease sales, and for other purposes:

Mr. GENE GREEN of Texas. Mr. Chair, I rise today in support of H.R. 1230.

Gas prices continue to rise. The instability in the Middle East is threatening our supply, and we already import much of our oil from countries that are hostile to our interests. We need to safely and responsibly produce our domestic resources offshore in order to reduce this reliance on foreign imports and in turn, increase our economic growth.

We cannot forget that just one production rig equals 500 jobs—100 workers on the rig, plus 400 workers supporting drilling operations onshore. This industry comprises not only oil and gas companies, but also a network of suppliers and contractors that purchase goods as diverse as forgings, valves, computers, chemicals and helicopters from suppliers in all 50 states.

That is why I support H.R. 1230, which would force lease sales in the Gulf of Mexico and offshore Virginia that were delayed or cancelled following the Macondo spill.

I encourage my colleagues to support this bill.

INTRODUCING LEGISLATION TO  
CHANGE THE STRUCTURE OF  
THE METROPOLITAN WASH-  
INGTON AIRPORTS AUTHORITY  
BOARD**HON. FRANK R. WOLF**

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 10, 2011*

Mr. WOLF. Mr. Speaker, I have been one of the strongest supporters of Washington Dulles International Airport and Ronald Reagan Washington National Airport as well as the Dulles Corridor Metrorail Extension project. I was one of the original sponsors of the 1986 legislation that transferred from the federal government the operations of Dulles and Reagan. I worked with former Senators John Warner and Paul Trible, former Governor Linwood Holton, and former Secretary of Transportation Elizabeth Dole to enact that important law that created the Metropolitan Washington Airports Authority, MWAA. For nearly 25 years MWAA has operated effectively, governed by board members who were pillars of the community and understood the

importance of the success of both Dulles and Reagan.

After the airports authority was created, both Reagan and Dulles prospered. In the past 25 years, Dulles has become the economic engine for not only northern Virginia, but the entire Commonwealth. Without a successful international airport drawing global traffic and myriad businesses, the region would not be nearly as successful as it is today. Metrorail access to the airport and fast-growing Loudoun County will attract more businesses, create new jobs and ease congestion on area roadways. Dulles Rail being completed on time and at or under original cost estimates is key to many more decades of success.

While I have been extremely pleased observing MWAA's achievements over the past two decades, I believe continued success is now threatened by a board of directors that has lost sight of its primary mission of serving airport passengers and residents of the surrounding communities. For many years MWAA was run by competent and dedicated professionals such as Jim Wilding and Jim Bennett. As current CEO Lynn Hampton prepares to retire, the search process for her replacement conducted by the current board of directors has been a study in poor management and political horse trading. When the board voted to advance the nomination of Nathaniel Ford, the deciding vote was cast by proxy by a then board member who was under house arrest in the Ivory Coast.

This problem arose because under the current law, board members serve until their replacement is confirmed. While this may have worked in the past, in my opinion the law is being abused to keep political favorites in office, even if their service is suspect. The leadership void at MWAA also is reflected in the planning for Phase 2 of Dulles Rail. Under the current board, costs have greatly exceeded original estimates, with more likely to come with the board's April 6 decision to build an underground station at Dulles Airport.

Because of these concerns about the direction of MWAA today, I am introducing legislation to make changes to the 1986 law that established the regional operating authority for Dulles and Reagan National airports. This legislation will amend the original statute to give Virginia a majority on the MWAA Board of Directors by increasing the number of Commonwealth appointees from five to nine. With both airports located in Virginia and with northern Virginia residents and local governments providing the lion's share of the revenue for the Dulles Rail project, it is only fair that the majority of the board be Virginians. The bill will also prevent board members from serving past the end of their appointment, and will establish that board members can be replaced at any time by the respective executives who appoint the board: the governors of Virginia and Maryland, the mayor of the District of Columbia or the president of the United States. I believe these changes are critical if we are to ensure that MWAA will once again function as originally intended and in the best interests of

northern Virginia. Phase 2 will require nothing less than the most qualified board possible to be a success.

It is imperative that these changes to the original law be enacted quickly, and I hope that the committee of jurisdiction will expedite review of the legislation. If the current leadership is allowed to stay in place, it will very likely continue to make decisions that add to the cost of Phase 2 and further jeopardize not only MWAA's bond rating, but the success of both airports under their control. The respective executives simply must have the ability to appoint new board members as soon as possible to prevent the current board from turning Dulles Rail into a failed project.

My primary interest is to see the project completed on time and at or under budget and I believe the board's decision to opt for an underground station at Dulles Airport could be disastrous. Since the announcement, Fairfax and Loudoun counties have indicated that they will not assume the extra costs of the underground station. If the local governments withdraw Phase 2 funding, the project will be in serious jeopardy.

The underground station also is opposed by nearly every elected official representing northern Virginia residents, including the Fairfax and Loudoun boards of supervisors, the Herndon Town Council, Virginia Secretary of Transportation Sean Connaughton and Governor Bob McDonnell. Independent groups such as the Washington Airports Task Force, Dulles Corridor Rail Association, the Northern Virginia Regional Commission, the Fairfax County Chamber of Commerce, the Virginia Chamber of Commerce and AAA Mid-Atlantic have all spoken out against the underground station. For a board member to recently state, "I think the board is committed to the underground station as best for the community at large" shows astonishing hubris and a willful avoidance of reality.

Recent Phase 2 cost estimates are extremely troubling. While original projections put the cost of Phase 2 at \$2.5 billion, the cost spikes to at least \$3.5 billion under the plan approved by the MWAA board. With such dramatic cost increases before a contract is even awarded, some have expressed concerns about the creditworthiness of the bonds that will be issued to pay for Phase 2. Airport authorities nationwide have been placed on notice that bond ratings could be lowered in the future. An additional \$300 million or more for Dulles Rail could be a troublesome sign for the bond markets. I fear an increase in borrowing costs could effectively kill the project in the design phase.

Considering all this information, I do not believe that the current board of directors is acting in the best interests of the northern Virginia residents who will be forced to underwrite costs for Phase 2 through increased tolls on the DTR and increased revenue from county coffers. The underground station will add at least \$300 million to the overall cost of Phase 2. When long-term financing costs are included, the underground station could end up

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

adding closer to \$500 million to the project. It is my understanding that tolls on the Dulles Toll Road could reach \$10.25 in 2020, eight-and-a-half years from now. The initial toll projection issued by MWAA had tolls reaching \$11.25 by 2047. As the cost of Phase 2 goes up, so will the tolls.

A recent Washington Post editorial indicated that commuters could be forced to pay as much as \$4,000 a year to use the toll road by 2020. Add in the tolls on the Dulles Greenway and my constituents' transportation costs could be higher than their monthly car payments. It will be the parents taking their children to school and soccer practice, the business owner that uses the DTR on a daily basis to make deliveries, the realtor who will see home sales decrease due to the higher transportation costs and the commuters to Tysons Corner who will shoulder the heavy burden of the MWAA board's recent decisions.

I want both MWAA and Dulles Rail to be successful. Because of that, Representative TOM LATHAM, chairman of the House Transportation Appropriations Subcommittee, and I have asked the U.S. Department of Transportation Inspector General, IG, to conduct an audit of the operations of the MWAA board. I am pleased that the IG's office will begin this audit in the near future. Outside of the actual composition of the board, it is my hope that the audit will examine the governance structure of MWAA and determine if it operates with the transparency necessary for an organization tasked with such important responsibilities.

In the meantime, I urge support for my legislation to update the board's composition and appointment structure to reflect today's realities.

#### RECOGNIZING THE LIFE OF GEORGE FRANCIS SCARBOROUGH

#### HON. JEFF MILLER

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 10, 2011*

Mr. MILLER of Florida. Mr. Speaker, George Francis Scarborough, 77, of Pensacola, FL passed away peacefully Wednesday, May 4, 2011 surrounded by his family.

George Francis Scarborough was born on Good Friday, March 30, 1934 in Lexington, KY. The son of George Buskie and Ada Wheat Buskie, George spent his early years in Miami, FL and San Diego, CA. He moved to Milton, FL in 1946 when his family was transferred to Whiting Field.

George graduated from Milton High School and remained close to many of his classmates, hosting Milton High reunion events over the past 20 years. After graduating from Milton, he returned to Lexington where he attended the University of Kentucky from 1952–1956. There he fell in love with Kentucky basketball and his future wife, Mary Joanna Clark. George and Mary Jo were married on August 14, 1955 at Second Avenue Baptist Church in Rome, Georgia. George graduated from the University of Kentucky the next year with a B.S. degree in Business.

George Scarborough served in the U.S. Army from 1955–1957, and was stationed at Ft. Benning, GA and Ft. Polk, LA. Carolyn Elizabeth Scarborough was born to George

and Mary Jo in 1957 while they were stationed at Ft. Benning. They went on to have two more children, George Clark Scarborough was born in Rome, GA in 1960 and Charles Joseph Scarborough was born in Atlanta, GA in 1963.

While in Atlanta, George worked as a manufacturing engineer for Lockheed. He was proud to work on the C–5A, the C–130, and the L–1011 projects. He often said his work at Lockheed was the favorite of all his jobs. George was transferred to Lockheed's Meridian, MS plant in 1969 after the L–1011 assembly line was moved to Meridian. In 1973, he began work at National Homes as a purchasing agent and was soon transferred to Elmira, NY. During his time in Upstate New York, he took a job at American LaFrance as an Industrial Engineer.

In 1978, George and his family had the opportunity to move to Pensacola, FL where he began working with Mary Jo, who at that time was a director for the Miss National Teenage pageant. In 1983, the Scarboroughs and Carolyn Hawkins founded the Miss American Coed Pageant. George was named the national director. George Scarborough took great pride in the fact that the organization consistently promoted patriotism, community service and a strong academic record. Through extraordinary focus and hard work, George and Mary Jo Scarborough's pageant organization became the largest in the United States within a few years. He enjoyed meeting families across America throughout the year and going to the national pageant each summer in Hawaii.

Faith has always played a great role in George's life. In 1978, he and his family joined First Baptist Church in Pensacola where George was a deacon, taught Sunday School and sang in the choir. His greatest joy came from his volunteer work at Samaritan Hands.

George was the proud grandfather of nine grandchildren, Ian, Ginger and Julie Ward, Emily and Benjamin Scarborough, and Joey, Andrew, Kate and Jack Scarborough. His love of baseball and other sports kept him engaged as a coach throughout his adult life and in his final years he enjoyed keeping score at his grandsons' baseball games. He was also an avid fan of the Atlanta Braves and Kentucky Wildcats and for many years attended the Breeder's Cup.

Survivors include wife, Mary Jo Scarborough, Pensacola, FL; daughter, Carol Ward (John) and their children, Julie and Ginger Ward of Jacksonville, FL and Ian Ward of Orlando, FL; son, George Scarborough (Sara) of Gulf Breeze, FL and their children Emily and Benjamin Scarborough of Gulf Breeze, FL; son, Joe Scarborough (Susan) of New York, NY and their children Joey Scarborough of New York, NY and Andrew Scarborough of Pensacola, FL and Kate and Jack Scarborough of New York, NY; he is also survived by his brothers, Chuck Scarborough of California, Scott Scarborough of Nevada and sister, Margaret Scarborough of Oregon.

Visitation will be held from 3:00–5:00 pm Sunday, May 8, 2011 at First Baptist Church with Funeral services beginning at 5:00 pm with Dr. Barry Howard officiating. Private Family Entombment will follow at Bayview Memorial Park.

The family would like to thank the doctors and nurses at Sacred Heart Hospital, Dr. John Bray, Pippa Nicholson-Kuenn, Don Gaetz and TLC Caregivers, Lou Donaldson, Jan

Bowersox, Alan Waren, Aunt Caroline, Stephanie Smart, and all the family and friends who showed an outpouring of love and support over the last year and a half. We could not have survived without you. The family also asks that donations be made to Samaritan Hands in lieu of flowers.

Harper-Morris Memorial Chapel is in charge of arrangements.

#### IN TRIBUTE OF DENNIS POPP

#### HON. JOE COURTNEY

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 10, 2011*

Mr. COURTNEY. Mr. Speaker, I rise today to pay tribute to Dennis Popp, who is stepping down after 12 years of distinguished service as Mayor of the city of Groton, Connecticut.

Dennis began his career at the submarine maker Electric Boat, where he worked as a pipe welder for 3 years before being promoted to supervisor for another 20 years. Dennis capped his career at EB by serving as a draftsman for his final 3 years.

Dennis took his breadth of experience at building and supervising the production of some of the world's most advanced machines and translated his skill set to the world of politics and governance. Just as I fell short in my first effort in running for Congress, Dennis also just missed in his first effort to win the Mayor's office in Groton. But with determination honed like the steel of Electric Boat, Dennis went back at it again and won the election for Mayor of the city of Groton in 1999.

Immediately upon taking the reins of city government, Mayor Popp worked to repair city relations with neighboring towns, which had frayed in recent years. Elevating the city's leadership in regional issues, Dennis held positions of Chair, Treasurer, and Secretary of the Southeastern Council of Governments throughout his tenure.

Mayor Popp will be remembered most of all by his constituents for his tireless efforts to improve the quality of life for the city he loves. Dennis kept taxes level for 12 years and decreased the mill rate while improving city services. Mayor Popp led Groton Utilities' expansion into telecommunications, television, and internet service while strengthening the local community with responsive, neighborhood customer service.

Dennis went on to win reelection five times, running unopposed on several occasions as a testament to his support from residents across the city and from both political parties. His record of leadership for his city will be remembered years after he leaves office and includes expanding regional water sales and revenue for the city; resuscitating the summer recreation program at West Side; leading an expansion of the Pequot Health Center; improving public safety through increased firefighter positions; acquiring additional watershed land to protect the water supply; installing barriers on 1–95 over the reservoir to protect water quality; and supporting the installation of three flagpoles at Fort Griswold Battlefield Park.

Dennis has advocated tirelessly for the needs of Groton, and I have valued his counsel as I prioritized the city's requests in my work in Congress. I have been proud to collaborate with Mayor Popp in delivering Federal