treatment. I believe that these five projects reflect much of what is best about science research in the university environment, including collaboration between institutions, leveraging of federal dollars with private dollars to maximize research value, and the potential for university research to support America's national security.

Research at the UCSD's Scripps Institution of Oceanography into acoustics and wave sounds is of immediate value to the U.S. military, enabling defense planners to better monitor onshore activity and better prepare for landings.

Bioengineering Department research into knee cartilage—providing the first real picture of what happens when cartilage is squeezed and flattened as it absorbs impact—was jointly funded by the Whitaker Foundation and the Arthritis Foundation, leveraging funding from the National Institutes of Health and the National Science Foundation.

Biophysicists from UCSD and Caltech collaborated to capture in atomic detail changes that take place in the earliest stages of photosynthesis. Researchers from the Scripps Institution of Oceanography are collaborating with more than 60 scientists from around the world, including India, England, France, Germany, Mauritius, and the Netherlands in the Indian Ocean Experiment, or INDOEX, an effort to measure the cooling effect of sulfates and other aerosols on regional climate.

Mr. Speaker, I have long supported Federal funding for science research, because I believe that it contributes in a wide variety of ways to the health and well-being of the United States. While I commend my colleagues to the entire report, I am pleased to see that so much of the research highlighted as ''Great Advances'' of the 105th Congress includes projects conducted by researchers from UC San Diego. Science has played and will continue to play an important role for America as we move forward into the 21st Century. I congratulate the many UCSD scientists whose work has been recognized in the ''Great Advances'' report, and I urge my colleagues to continue to recognize the importance of Federal funding for university-based science.

EXCERPTS FROM THE SCIENCE COALITION'S ''GREAT ADVANCES'' REPORT: ADVANCES AT THE UNIVERSITY OF CALIFORNIA, SAN DIEGO

TRANSPORTATION: RESEARCH BREAKTHROUGHS LEAD TO LIGHTER, SAFER BRIDGES

Structural engineers at the University of California-San Diego's Irwin and Joan Jacobs School of Engineering have designed the nation's first major advanced composites vehicular bridge, culminating years of defense technology research on advanced composite materials. The 450-foot bridge over Interstate 5 in San Diego will be the first of its kind built for vehicular traffic. It will be constructed with advanced materials—including glass, carbon and aramid fibers embedded in polymer matrices. The composite materials are lighter, stronger and more durable than conventional materials which enables us to build bridges, highways and buildings faster and with less disruption to traffic flow. Because they are lighter, such structures would be much less sensitive to ground motion from earthquakes. This research is made possible through funding from the Federal Highway Administration.

DEFENSE: OCEAN TECHNOLOGY AIDS MILITARY

Using a set of sensitive sound devices called seismoacoustic arrays, a team of scientists at Scripps Institution of Oceanography at the University of California-San Diego monitored current and wave dynamics and beach surf conditions. Their goal was to provide the military with insight into conducting amphibious missions augmented with covertly deployed onshore and offshore acoustic sensors and wave and current sensors. The researchers found that land vehicle activity can be clearly detected and tracked using data from underwater devices located as far as 2.2 miles offshore. This research is made possible through funding from the Office of Naval Research.

DISEASE AND INJURY TREATMENT: MECHANICAL BLUEPRINT FOR KNEE CARTILAGE

A team of bioengineers at the University of California-San Diego has for the first time described in detail what happens when cartilage is squeezed and flattened as it absorbs impact. As the body's shock absorber, cartilage is a cushion of durable tissue that protects the knee from a lifetime of walking, bending and running. Although it is only a few millimeters thick, cartilage is a complex tissue made up of several regions, each with its own distinct composition and structure. The UCSD researchers' blueprint, which includes the mechanical properties of cartilage and how it works in the body, provides valuable insight for the development of laboratory-grown knee cartilage to replace damaged tissue, including treatments for arthritic and aging cartilage. This research is made possible through funding from the National Institutes of Health, the Arthritis Foundation, the National Science Foundation, and the Whitaker Foundation.

PHYSICS: ATOMIC DETAILS OF PHOTOSYNTHESIS

Photosynthesis is probably the single most important chemical reaction in the biological world. Indeed, all life derives its energy from photosynthesis. A team of biophysicists from the University of California-San Diego and Caltech recently captured in atomic detail the changes that take place when light strikes the site where the primary events of photosynthesis occur—a protein called the reaction center. The results are offering a new and detailed explanation for how this complex chemical reaction takes place. They're also offering a vital step toward the creation of artificial photosynthesis, a process that one day could usher in a new era of food and energy production. This research is made possible through funding from the National Science Foundation.

ENVIRONMENT: INTERNATIONAL EXPERIMENT IN INDIAN OCEAN TO STUDY ROLE OF POLLUTANTS IN CLIMATE CHANGE

More than 60 scientists from around the world, including researchers at the University of California-San Diego, have joined forces in a $25 million international experiment to answer a pivotal question in climate change: How are pollutants known as aerosols cooling the planet and impacting global warming?

The project, called the Indian Ocean Experiment, or INDOEX, is one of the first attempts by scientists to measure the cooling effect of sulfates and other aerosols on regional climate. Scientists from England, France, Germany, India, Maldives, Mauritius, the Netherlands, Sweden, and the United States are participating in field studies in the experiment. This research is made possible through funding from the National Science Foundation.

DEFENSE: OCEAN TECHNOLOGY AIDS MILITARY

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SANTE ESPOSITO, DEMOCRATIC COUNSEL, COMMITTEE ON TRANSPORTATION & INFRASTRUCTURE: A TESTIMONIAL

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 6, 1998

Mr. OBERSTAR. Mr. Speaker, I rise today to recognize a very special member of the staff of the Committee on Transportation and Infrastructure, Sante Esposito, and to express on behalf of the Committee, our gratitude to Sante for his hard work, wise counsel, wonderful sense of humor, and great personal friendship.

Sante has served on the Committee—and its predecessor, the Committee on Public Works and Transportation—since 1981, and as our Democratic Chief Counsel for the past decade. It is a tribute to his abilities that he has risen through the ranks under five different Democratic Chairmen or Ranking Members (depending on whether we were in the majority or minority). This month, after 23 years on Capitol Hill, Sante will be retiring from public service, leaving behind the late nights, the drafting and redrafting sessions, and the never-ending jurisdictional squabbles, and will be moving on to new challenges in the private sector.

As the Ranking Democratic Member on the Committee, I will greatly miss Sante's keen mind, wise counsel and warm friendship. He has an innate ability to think and act quickly and decisively, and to communicate effectively. His understanding of the legislative and parliamentary processes, transportation, economic development, public buildings, aviation, water, and environmental issues, and the overall politics of these issues, have helped our Committee and its many Members on both sides of the aisle make decisions to build a better America.

Sante Esposito, a native of Plainville, Connecticut, is a graduate of Fairfield University and holds a law degree from the University of Connecticut. He worked for the Connecticut General Assembly, and came to Washington in 1975 answering the call of our former colleague, Robert Giamo, the first Chairman of the Budget Committee. Sante served both the House Budget Committee and the Congressional Budget Office before joining our Committee to serve as our own in-house expert on the budget.

As a member of the Budget Committee staff, Sante helped implement the then-new budget process of the Congressional Budget and Impoundment Control Act of 1974, which we still use today. He also helped develop the budget reconciliation process, a process that has become a staple of the budget debate in every Congress since 1980.

Sante is more than just a budget expert. His imprint can be found on many significant

pieces of legislation. His tireless work on the Transportation Equity Act for the 21st Century (TEA 21) in this Congress is a prime example. He was present at every Sunday morning staff negotiation and every late night Members' conference, guiding both staff and Members to compromises that allowed House and Senate, Democrat and Republican, all to claim victory. And TEA–21 is but one example.

Looking back at the achievements of our Committee in the last two decades—whether the landmark highway, highway safety, and transit legislation of 1991, the Intermodal Surface Transportation Efficiency Act; the Amtrak Reform and Accountability Act of 1997; authorizing the construction of the largest Federal building outside the Pentagon, the Ronald Reagan Building and International Trade Center; or the Committee's long-standing efforts to take the transportation trust funds off budget, Sante's contribution has always been compelling, leading the way to the final compromises that became law.

In all of these initiatives, Sante has always fought for what was best for the Committee, the Congress, and the country. He has always enjoyed working in a bipartisan manner when he could, or a partisan manner when he had to.

In an ordinary day, Sante is just as likely to be talking to an intern who's trying to learn about Congress, as he is to be meeting with Members discussing important legislative and policy issues, or talking to executive branch agency heads. He has been invaluable to many young students as a mentor. In fact, one of these former interns that Sante took under his wing is Ward McCarragher, who has just been named the Committee's Democratic Chief Counsel.

I have enjoyed working with Sante over these many years, admiring his irrepressible spirit and respecting his talent to have fun at work. He has helped each of us fully appreciate and put into practiced the universal truth: ''Blessed are those who can laugh at themselves, for they shall never cease to be amused.'' I recently saw a Frank & Ernest cartoon in the Post which pictured a smiling job applicant saying to the personnel director, ''I don't really have an employment history. It's more a series of funny stories.'' Sante Esposito immediately came to mind. What a gift he has! Bright, talented, intense and hard-working, yet able to find and enjoy every bit of humor life holds.

As a friend and a colleague, Sante will be missed on our Committee. While we are fortunate to have his protégé in place, Sante's spirit and sense of fun will be as difficult to replace as his expertise on the intricacies of the legislative process. We will miss his daily presence as a coworker, but we are sure to continue hearing from him in his new position as a legislative advocate.

I join his many friends in wishing Sante, his lovely wife Nancy, and his children, Jennifer, Mike, Erin and Bryan all the best of everything good in the years ahead.

JUDGE MICHAEL J. SKWIERAWSKI RECEIVES POLISH-AMERICAN HERITAGE AWARD

HON. GERALD D. KLECZKA

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 6, 1998

Mr. KLECZKA. Mr. Speaker, I rise today to honor Milwaukee County's chief circuit judge Michael J. Skwierawski for his outstanding accomplishments, service to the community and his contributions to further the heritage of Polish-Americans.

A native of West Allis, Judge Skwierawski graduated from Georgetown University Law School in 1967. After 11 years in private practice and in the district attorney's office, he was appointed a circuit judge in 1978 and elected in 1979 serving the court for two decades, earning a reputation as a keen legal mind and able administrator.

Rated among the best by the Milwaukee Bar Association, Judge Skwierawski has served as presiding judge of civil court, presiding judge for court operations, and deputy chief judge among other leadership roles. In light of this record of accomplishment, the Wisconsin Supreme Court this year appointed Judge Skwierawski chief judge of the Milwaukee County Circuit Court.

Judge Skwierawski's accomplishments don't stop at the courthouse doors. His influence and service are known throughout the community, most notably as one of the guiding influences behind Polish Fest. Starting as a volunteer at the fest's inception, Judge Skwierawski again demonstrated leadership as president of Polish Fest.

In addition to numerous memberships in civic groups, Judge Skwierawski has coached basketball and baseball at St. Sebastian's School for girls and boys. He is married to Gloria Skwierawski and they are parents to four children.

Mr. Speaker, it is my honor to recognize Judge Michael J. Skwierawski, a great citizen and friend to the Polish-American community, and recipient this year of the Polish-American Heritage's Appreciation Award for his many years of devoted voluntary service to the Polish National Alliance, Polish Fest and the local community.

ENERGY CONSERVATION REAUTHORIZATION ACT OF 1998

SPEECH OF

HON. MARK E. SOUDER

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Monday, September 28, 1998

Mr. SOUDER. Mr. Speaker, later this week we are planning to vote on almost $4 billion in emergency aid for America's farmers. This package is a combination of relief from the natural disasters much of the country has experienced this year, and market loss assistance. In particular, the market loss provision addresses the collapse of foreign markets which account for almost 40% of what we produce. In 1996, we began a much needed revision of our nation's farm policy. We passed the Freedom to Farm Act to phase out farmer's dependency on government subsidy and give them the flexibility to choose which crops to plant, and how to plant them. In addition we encouraged farmers to seek out new markets for their products, and they have. A great example of a developing market is biodiesel: an alternative fuel which is derived from crops such as soybeans, rapeseed, canola and more.

H.R. 4017, the Energy Conservation Reauthorization Act, also provides an important means to help farmers move into markets for biodiesel. This bill is not a subsidy, as Washington has tried in the past, but amends the Energy Policy Act of 1992 (EPACT) to allow biodiesel to be considered as an alternative fuel. EPACT requires that federal, state, and limited private fleets acquire alternatively fueled vehicles.

For the first time under EPACT, H.R. 4017 would provide strong incentives to provide for fleet managers to actually use the alternative fuel rather than simply acquire additional alternative fueled vehicles that may never run on the alternative fuels for which they were designed. H.R. 4017 enables fleet managers to use blends of at least 20% biodiesel to comply with EPACT requirements. Fleets may count the biodiesel portion of that blend toward a portion of their annual EPACT vehicle purchase requirement. A minimum of 450 gallons of biodiesel must be purchased and actually used by a covered fleet to qualify the use of fuel as a substitute for a vehicle acquisition. The provision does not create any new mandates or impose any new requirements on covered fleets. Instead it rewards the use of alternative fuel to achieve the goals of EPACT, to displace imported petroleum.

In addition to providing an alternative to foreign oil, biodiesel helps reduce emissions. Biodiesel runs cleaner than regular diesel fuel which means less particulate matter, hydrocarbons, and carbon monoxide is released into the atmosphere. This alternative fuel would be used primarily by heavy-duty fleet vehicles, such as city buses, boats and trucks.

What we are attempting to do with this provision is broaden the field of options in complying with the mandates of EPACT, not subsidize a particular fuel. This provision does not require new spending. In fact, the Congressional Budget Office estimates that this provision will save the federal government $40 million over the next 5 years. I fully support H.R. 4017, because I appreciate the way it encourages innovation and development as a way of addressing environmental issues.

This bill helps to create a significant new market for Hoosier soybean farmers. According to USDA, H.R. 4017 may add as much as 7 cents to the value of a bushel of soybeans. When we help increase real demand for soybeans, not simply subsidize them, we increase the price and put more dollars in the hands of working family farmers. I am pleased that in addition to immediate relief, this Congress is taking concrete steps to ensure the survival and prosperity of Hoosier farmers.