

student brought in her entire piggy bank. The Lower School, University School's elementary school, contributed \$12,375.74.

The money collected will support UNICEF's South Asia Tsunami Relief Efforts.

University School is the only independent college preparatory school in South Florida that is part of a major university. The school offers programs of studies designed to prepare students for college and for effective citizenship beyond the college years. The academic environment is marked by high expectation, as students master skills, acquire new knowledge, improve their ability to think critically, and develop a sense of civic responsibility.

CONGRATULATING FRANK J.  
LIKAR

**HON. MELISSA A. HART**

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, February 9, 2005*

Ms. HART. Mr. Speaker, I would like to take this opportunity to congratulate Frank J. Likar of Pittsburgh on his retirement after 34 years of service to the U.S. Army Corps of Engineers, Pittsburgh District. A luncheon will be held in his honor on Friday, January 21, 2005, in Pittsburgh.

Frank has been the Deputy District Engineer for Programs and Project Management in the Pittsburgh District since June 2003. Prior to this, Frank held several supervisory and management positions throughout the Pittsburgh District in engineering, construction, operations and project management. Frank began his federal career in the District in 1971 after serving in the U.S. Marine Corps and in 1976 he was one of four selected for the District Executive Development Program.

A graduate from the University of Pittsburgh in 1971, Frank is a registered Professional Engineer in Pennsylvania, and a member of the Chi Epsilon national civil engineering honors fraternity.

I ask my colleagues in the U.S. House of Representatives to join me in honoring Mr. Frank J. Likar. It is an honor to represent the Fourth Congressional District of Pennsylvania and a pleasure to salute the service of citizens like Frank Likar who personify civic pride and make the communities that they live in truly special.

TRIBUTE TO HAROLD NICHOLAS  
O'NEIL

**HON. TIMOTHY V. JOHNSON**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, February 9, 2005*

Mr. JOHNSON of Illinois. Mr. Speaker, on November 28, 2004, the people of Danville, Illinois lost a beloved community member in Harold Nicholas O'Neil. Harold came to Danville at the age of 17 to attend high school where he was the captain of the track team and played football. He was also a sergeant in World War II as well as an engineer on the C&E Railroad and L&N Railroad for 41 years. Harold founded O'Neil Brothers Construction along with his brother William O'Neil in 1946.

While his involvement in the bridge and road building business spanned nearly six decades Harold O'Neil will be remembered for more than his role as a trucking businessman. Harold was a lifetime member of the Danville Elks as well as the American Legion. He was a churchgoing man and a supporter and sponsor of youth athletics.

In addition, Harold played a vital role in donating the River Bend Preserve to the Campaign Forest Preserve. In his 86 years, Harold O'Neil accomplished many great things.

With his passing, Harold leaves three daughters and a community behind, but his contributions to the Danville area will be remembered for many years to come.

LEGISLATION TO CREATE A COMMISSION FOR THE SESQUICENTENNIAL COMMEMORATION OF THE CIVIL WAR

**HON. RICHARD H. BAKER**

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, February 9, 2005*

Mr. BAKER. Mr. Speaker, I rise today to reintroduce legislation that is not only important for Louisiana, but for the Nation as well. The ripple effects of the Civil War and Reconstruction remain as our country continues to wrestle with its legacy of race relations and Federal, State and civil rights. In order to properly commemorate this event, I believe it is imperative to create a Sesquicentennial, or 150th, Commission for the Commemoration of the Civil War.

I am grateful the House of Representatives agrees that the 150th anniversary of the Civil War should receive attention. In the 108th Congress the House of Representatives adopted by unanimous vote the exact legislation I offer today.

In 1996, Congress designated the United States Civil War Center, USCWC, at Louisiana State University, LSU, and the Civil War Institute at Gettysburg College as future co-facilitators of the Sesquicentennial Commemoration of the Civil War to be held between 2011 and 2015. Legislation establishing the Sesquicentennial Commission was to be passed in the 107th Congress. Today I again offer this aforementioned legislation.

The American Civil War, 1861–1865, was one of the most violent times in the history of the United States, touching not only every State and territory, but claiming more than 600,000 lives, bringing freedom to over 4 million slaves and destroying property valued at \$5 billion. In 1993, the USCWC was created to promote the study of the American Civil War from the perspectives of all professions, occupations, and academic disciplines in order to facilitate a deeper, more thorough understanding of one of the most important events in our nation's history. This mission is fulfilled through a variety of projects, including an official web site featuring over 9000 links to Civil War-related sites, the Michael Shaara Award for Civil War Fiction, Civil War Book Review, the Michael Lehman Williamson Collection of Civil War Books for Young People, the David Madden Collection of Civil War Fiction, and the Sesquicentennial Commemoration of the Civil War.

The commission will include members of the U.S. Senate and House of Representatives,

directors of the Library of Congress and National Archives, and academics in history, anthropology, sociology, political science, art history and law. Mr. Speaker, I fully support the objectives and services the USCWC provides and hope they are fully utilized by its inclusion in the commission. I believe the USCWC will strengthen the commission, and aid to its goal of providing the direction and resources needed for the proper Sesquicentennial Commemorations of the Civil War throughout this Nation.

INTRODUCING THE SECURING  
TRANSPORTATION ENERGY EFFICIENCY FOR TOMORROW ACT

**HON. JAMES L. OBERSTAR**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, February 9, 2005*

Mr. OBERSTAR. Mr. Speaker, today I have introduced the "Securing Transportation Energy Efficiency for Tomorrow Act" (the STREET Act). This bill recognizes the close connection between transportation policy and energy policy. In many respects, transportation policy is energy policy. Our transportation energy needs are increasing, but we have not done enough to be able to meet these needs with new technologies and alternative fuels. As a result, our dependence on foreign oil continues unabated.

Today, the transportation sector consumes a greater share of petroleum (67 percent) than it did in 1973 (50 percent). Each year for the past decade, energy use in the transportation sector has increased by a rate of 1.6 percent. It is time, indeed it is long overdue, for the Federal Government to lead in the development and promotion of energy efficient technologies and alternative and renewable fuels.

As the Nation's largest energy consumer, the Federal Government is in a unique position to promote energy conservation and efficiency, particularly in the transportation sector and in the operation of Federal buildings. The STREET Act ensures that the Government does just that by promoting greater energy efficiency and further developing the use of alternative and renewable fuels on our highways, railroads, airplanes, ships, and in our Federal buildings.

For example, the bill provides for the use of photovoltaic solar energy systems (photovoltaics) in our Federal buildings. Photovoltaics reduce the consumption of fossil fuels and offer distinct advantages over diesel generators and primary batteries. Photovoltaics are highly efficient and have no moving parts, so the need for maintenance is virtually non-existent. Over 25 Federal buildings throughout the country, from Boston, Massachusetts, to San Francisco, California, already use photovoltaics to great effect. This bill seeks to fulfill the promise of President Clinton's Million Solar Roofs Initiative of 1997 of having photovoltaic solar energy systems installed in 20,000 of our Federal buildings by 2010.

The bill also provides for the development and deployment of new technologies to create cleaner, more fuel-efficient engines for use in all modes of transportation including on rail, in water, and in the air. The bill authorizes the Department of Transportation to enter into

public-private partnerships with universities and industry leaders to promote the development of cleaner, more fuel-efficient engines for our Nation's railroads, ships, and airplanes. These clean engines would help reduce ozone-forming emissions and would be especially significant in areas of nonattainment. Research on many of these projects has already begun, and this bill ensures that the Federal Government remains committed to the development and deployment of these promising new technologies.

To promote the use of cleaner energy on our Nation's highways, the bill establishes a grant program by which the Department of Transportation can make up to ten grants for the development and demonstration of fuel cell-powered buses. Heavy-duty vehicles, which include buses, account for only 6 percent of the total vehicle population, but generate 60 percent of nitrogen oxide emissions and over 80 percent of all particulate matter emissions. Fuel cell buses would reduce pollution on our roads through the use of a clean, environmentally-friendly energy source and would help reduce our dependence on foreign oil.

In addition, the bill provides a \$75 transportation fringe benefit to employees who commute to work by bicycling, carpooling, or car-sharing. Currently, employees who drive to work can receive a \$200 per month parking benefit and employees who use transit can receive up to \$105 per month. This bill represents a first step in extending those benefits to citizens who choose to promote energy conservation while commuting to and from their jobs.

Mr. Speaker, it is time to make a real and lasting commitment to the development of these new technologies and the use of alternative and renewable fuel that can help make this Nation more self-sufficient in meeting our energy needs. We have the means available; the place to begin is with the Federal government and with this bill.

A detailed summary of the bill's provisions is attached.

#### SECURING TRANSPORTATION ENERGY EFFICIENCY FOR TOMORROW ACT OF 2005 (THE STREET ACT)

The Securing Transportation Energy Efficiency for Tomorrow Act (the STREET Act) recognizes the connection between energy policy and transportation policy and the importance of utilizing new technologies and alternative fuels to meet our transportation energy needs. The STREET Act promotes the Federal Government's leadership in the development and utilization of alternative and renewable fuels in the transportation sector and in the operation of Federal buildings. Our Nation's energy needs are increasing. Energy use in the transportation sector alone has increased by a rate of 1.6 percent each year for the past decade. The vast majority of that energy (approximately 97 percent) comes from traditional fuels. Today, the transportation sector consumes a greater share of petroleum (67 percent) than it did in 1973 (50 percent).

As the Nation's largest energy consumer, the Federal Government is in a unique position to promote energy efficiency and the use of alternative and renewable fuels. The STREET Act promotes greater energy efficiency in our transportation sector and our Federal buildings and furthers the development and use of alternative and renewable fuels in our highways, our railroads, our airplanes, our ships, and in our Federal buildings.

#### ECONOMIC DEVELOPMENT AND PUBLIC BUILDINGS

Photovoltaic Solar Energy Systems for Public Buildings. Amends the Public Buildings Act of 1959 to authorize the Administrator of the General Services Administration to establish a photovoltaic energy commercialization program for the procurement and installation of photovoltaic solar energy systems for electric production in new and existing public buildings. The purposes of this section include a reduction in fossil fuel consumption and attainment of the goal of installing 20,000 solar energy systems in federal public buildings set forth in the Federal Government's Million Solar Roof Initiative of 1997. The bill authorizes approximately \$300 million over 5 years for this program. This section also authorizes \$14 million for the Administrator of the General Services Administration to install photovoltaics in accordance with the Sun Wall Design Project on the headquarters building of the Department of Energy.

Capitol Complex Energy Efficiency. Authorizes the Architect of the Capitol to conduct a study to evaluate the energy infrastructure of the Capitol complex to determine ways to increase energy efficiency including the use of photovoltaic solar energy systems, district heating, and other unconventional and renewable energy resources. The bill authorizes such sums as may be necessary for this study.

#### SURFACE TRANSPORTATION

Highway Fuel Conservation. Establishes a grant program through which the Secretary of Transportation may provide grants to States and local governments for projects designed to make operational improvements to reduce fuel consumption on Federal-aid highways and roads, including data collection and analysis for improved traffic signal timing, implementation of improved and coordinated traffic signals, and planning and implementation of freeway management systems. The bill authorizes such sums as may be necessary to carry out this program.

Fuel Cell Bus Technology. Amends Section 5308, Title 49 of the United States Code to allow the Secretary of Transportation to make grants to up to 10 recipients for the research and development of fuel cell bus technology. Preference is given to grant applicants who have an existing fuel cell bus technology program and have made investments in hydrogen fuel cell infrastructure. The bill authorizes \$300 million over 5 years for this grant program.

Conserve by Bicycling. Authorizes the Secretary of Transportation to establish a pilot program that would provide funding for up to 10 geographically dispersed projects to encourage the use of bicycles in place of motor vehicles. The bill authorizes \$10 million for this program.

Energy Impacts. Requires that environmental impact statements prepared for Federal-aid highway and transit projects quantify and consider energy impacts as an environmental consequence of the project. Currently, Federal Highway Administration guidelines state that energy impacts should be considered as one of 25 environmental consequences in an EIS. However, the guidelines state that "except for large scale projects, a detailed energy analysis . . . is not needed." As a consequence, the energy impact of smaller-scale projects is often not quantified and not thoroughly considered. This section remedies that by requiring that all Federal-aid highway and transit projects quantify and consider energy impacts.

Extension of Transportation Fringe Benefits. Amends section 132(f) of the Internal Revenue Code to include as a transportation fringe benefit that is excludable from an em-

ployee's gross income, a \$75 commuting allowance for employees who commute to work by bicycling, carpooling or car-sharing.

Railroad Efficiency. Authorizes the Secretary of Transportation, in conjunction with the Administrator of the Environmental Protection Agency, to establish a public-private research partnership to develop and demonstrate locomotive technologies that increase fuel economy, reduce emissions, and lower costs. The bill authorizes \$105 million over 3 years for this program.

#### AVIATION

Clean Airport Bus Pilot Program. Directs the Secretary of Transportation to establish a pilot award program for the acquisition of buses powered by alternative fuels and low-sulfur diesel fuel at public airports through airport bus replacement and fleet expansion grants. Grants are to be used to purchase buses powered by alternative fuels and low-sulfur diesel fuel to be used as part of the airport fleet for a minimum of 5 years and, to the extent possible, grants are to be awarded to ensure a broad geographic distribution with no State receiving more than 10 percent of the available grant funding. The bill authorizes \$200 million over 5 years for this grant program.

Clean Aircraft Engines. Authorizes the Administrator of the Federal Aviation Administration to establish a public-private research partnership with the National Aeronautics and Space Administration, research universities, and members of the aero-propulsion industry to develop a clean ground demonstrator engine utilizing technologies developed by NASA and to focus on the development and certification of environmentally friendly manufacturing technologies, materials, and overhaul and repair. The bill authorizes such sums as may be necessary for the establishment of this public-private partnership.

#### WATER RESOURCES

Marine Efficiency. Authorizes the Secretary of Transportation to establish a public-private research partnership with the Federal Government, vessel operators, ports, terminal operators, shipyards, and equipment suppliers to develop and demonstrate technologies that increase fuel economy, reduce emissions, and lower costs of marine transportation and increase the efficiency of intermodal transfers. The bill authorizes such sums as may be necessary for the establishment of this public-private partnership.

Improving Hydropower Capabilities. Directs the Secretary of the Army to study the potential for reduced fossil fuel consumption through an increase in U.S. hydropower capabilities at dams owned or operated by the Corps of Engineers.

Encouragement of Prohibitions on Great Lakes Off-Shore Drilling. Contains a finding by Congress that environmental dangers associated with off-shore drilling in the Great Lakes for oil and gas outweigh the potential benefits of such drilling and encourages the Great Lake states to continue to prohibit off-shore drilling for oil and gas where such prohibitions already exist and to enact a prohibition of such drilling where one does not yet exist.

WISHING A HEALTHY, HAPPY NEW YEAR TO ORGANIZATION OF CHINESE AMERICANS

**HON. MELISSA A. HART**

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, February 9, 2005*

Ms. HART. Mr. Speaker, I would like to wish the membership of the Organization of Chinese Americans a healthy and happy New Year for the year 4703, the year of the Rooster.

The New Year is a time for reflection and thanksgiving for the joys of life and loved ones and I am thankful for the richness that this organization brings to my region. Chinese Americans have made great contributions to Western Pennsylvania and to our nation as a whole and I am very honored for this opportunity to wish them the best year yet in 4703.

I encourage my colleagues in the House of Representatives to join me in wishing the members of the Organization of Chinese Americans a very happy and prosperous New Year.

PERSONAL EXPLANATION

**HON. ROBERT W. NEY**

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, February 9, 2005*

Mr. NEY. Mr. Speaker, because US Airways canceled my flight into Washington, DC on February 8, 2005, I was unable to be present for rollcall vote no. 20, on agreeing to H. Res. 46; for rollcall vote no. 21, on agreeing to H.R. 315, the John Milton Bryan Simpson United States Courthouse Designation Act; and, for rollcall vote no. 22, on agreeing to H.R. 548, the Tony Hall Federal Building and United States Courthouse Designation Act. Had I been present I would have voted "yes" on rollcall vote no. 20, "yes" on rollcall vote no. 21, and "yes" on rollcall vote no. 22.

PERSONAL EXPLANATION

**HON. FRANK A. LOBIONDO**

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, February 9, 2005*

Mr. LOBIONDO. Mr. Speaker, I was not present in the House Chamber for votes on February 8, 2005, as I was attending the memorial services of a constituent, Corporal Harry Swain, IV of Millville, New Jersey, who died as the result of hostile action in Iraq. If I were present for votes on this day, I would have voted "yea" on Rollcall #20, "yea" on Rollcall #21, and "yea" on Rollcall #22.

IN RECOGNITION OF THE 50TH ANNIVERSARY OF BOY SCOUT TROOP 243, FOUNDED IN LAFAYETTE, CALIFORNIA

**HON. ELLEN O. TAUSCHER**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, February 9, 2005*

Mrs. TAUSCHER. Mr. Speaker, I rise today to congratulate the present and past mem-

bers, leaders, and sponsors of Boy Scout Troop 243, founded in Lafayette, California, on the 50th Anniversary of the Troop.

Boy Scouting touches us all at some point in our lives—as troop members, parent volunteers, civic supporters, or simply as residents of our communities where we see the achievements of local Boy Scouts as upstanding models for our youth.

If it takes a village to raise a child, it takes a platoon of parents to serve a Boy Scout troop. Nationally, there are close to one million Boy Scouts served by over half a million adult volunteers—on average, more than one adult for every two Scouts.

Troop 243 has a rich history of local leadership. The founding sponsor was a committee of the Burton School, St. Mary's Orchards, and St. Mary's Estate Home Improvement Association. The first Scoutmaster, H. T. McBride, was followed in 1959 by J.J. DuFosee. In 1965, Harry Wiser served as Scoutmaster when the Lafayette Christian Church became Troop sponsor.

Troop growth took off in 1988 when John Coleman, a 1974 Troop 243 Eagle Scout, took over as Scoutmaster, initiating numerous outdoor activities including 50-mile hikes, snow skiing, summer camping, river rafting, and a 100-mile bicycle trip over Mt. Lassen.

The program of varied outdoor activities, including canoeing in Minnesota, continued under Scoutmaster Terry Campbell in 1994. Then in 1996 John Coleman returned, adding new Troop experiences, including a sailing expedition to Catalina Island.

Throughout the 50-year life of Troop 243, generations of Boy Scouts have taken on Good Deeds projects as good community members and civic representatives. Scouts and parents donate many hours cleaning up local creeks and trails. This year the Troop raised over 22,000 pounds of food for the local food bank!

Mr. Speaker, I honor the 50 years of accomplishments of members, leaders, and sponsors of Troop 243. I am very proud to represent Troop 243 in Congress and I congratulate them on their achievements.

TRIBUTE TO GEORGE GRUETT

**HON. MARION BERRY**

OF ARKANSAS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, February 9, 2005*

Mr. BERRY. Mr. Speaker, I rise today on behalf of Congress, to acknowledge George Gruett, a man who has devoted his life to his country and to his community at large. Currently, he serves the Mississippi valley as the Executive Vice President of the Mississippi Valley Flood Control Association, a post he has held since 1980.

Mr. Gruett was born and raised in West Tennessee and while he has always been a part of the Mississippi valley, he has served his country bravely outside American borders. After completing his training with the Aviation Cadet Training, United States Army Air Corps, he flew with the 12th Air Force in the European Theatre of Operations in WWII.

After the war, Mr. Gruett obtained a degree in civil engineering and worked as a civilian employee of the Corp of Engineers. Upon his retirement in 1978 after 35 years of service,

he was awarded the Meritorious Civilian Service Award and was inducted into the Gallery of Distinguished Civilian Employees, U.S. Army Corps of Engineers in 1991; awards befitting his commitment and his abilities. He retired from the Corp of Engineers to take up his position with the Mississippi Valley Flood Control Association.

In addition to an impressive record of public service, Mr. Gruett remains active in his church and community. He is a member of the Presbyterian Church, the Scottish Rite Shrine, American Legion and the Society of American Military Engineers.

In light of recent natural disasters, I can't help but think of our own corner of the world and how thankful I am for people like George Gruett, who have worked with such dedication to foster flood control, bank stabilization, drainage and navigation; everyone of them integral to the survival of our area both economically and physically. On behalf of the Congress, I thank George for his dedication and congratulate him for his years of skilled service to his country.

A TRIBUTE TO WILLARD D. SMALL

**HON. MIKE MCINTYRE**

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, February 9, 2005*

Mr. MCINTYRE. Mr. Speaker, I rise today to pay tribute to Mr. Willard D. Small of Fair Bluff, North Carolina for his 48 years of service as councilman to the citizens of Fair Bluff in Columbus County. Mr. Small's tenure as councilman is the longest in North Carolina, and his work has made a tremendous difference in the town and the community.

Samuel Logan Bringle, the legendary leader in the Salvation Army, once said some very important words that reflect the character and life of Willard Small. He said, "The final estimate of a man will show that history cares not one iota about the title he has carried or the rank he has borne, but only about the quality of his deeds and the character of his heart." Indeed, Willard has reflected this through his sacrifice and commitment.

From his service as the Fair Bluff Town Councilman to local businessman to Director for the Cape Fear Farm Credit to Trustee for both Southeastern Community College and Campbell University to member of the Columbus County Economic Development Commission to active member of the Fair Bluff Baptist Church to devoted husband, father, and friend, Willard Small has truly been a foundation on which Fair Bluff and Columbus County have continued to thrive. Service to others has been the embodiment of his life—service that sets a path for others to follow and that we all should emulate.

As we celebrate Presidents' Day this month, let each of us remember the words of a great President, Thomas Jefferson, who said, "To do our fellow man the most good, we must lead where we can, follow where we cannot, and still go with him, always watching for that favorable moment to help him another step forward!"

We thank Willard, on behalf of the citizens of Fair Bluff, Columbus County, and the State of North Carolina, for always looking for that favorable moment and for always helping his