

believe our cooperative efforts in 1992 contributed significantly to the strengthening of Department of Transportation surface transportation research in the ensuing years; I am equally convinced that our efforts during 1997 and 1998 will take these research programs to a higher level. While I am deeply disappointed with how a handful of provisions turned out, overall I feel this legislation is an improvement over existing law.

Unfortunately, the Statement of Managers for the bill before us omitted the explanation of all of the research title except for the Intelligent Transportation System. While many of these provisions are clear on their face, I feel in other instances, an explanation of Congressional intent should be included in the legislative history. Therefore, at this point, I would like to discuss a number of these provisions for which the Science Committee leadership served as conferees and where Science Committee members had concerns.

Section 5108, entitled Surface Transportation Research Strategic Planning, makes it clear that the Secretary is to oversee an integrated planning process in consultation with all other Federal agencies involved in surface transportation research, State and Local governments, and private sector organizations involved in surface transportation research to make sure that the Department's efforts have a strategic focus, clear goals, and measurable results. This section builds on the work the Department has begun under the guidance of the Deputy Secretary. The language retains other important features from our Committee's work product including tie-ins to the Government Performance and Results Act, outside review of Department plans, emphasis on merit review, and tying in the plans, research and results of each Departmental research program to this planning effort.

Section 5102, Surface Transportation Research, ended up containing programs which originated in Committee-passed sections dealing with research, technology development, and technology transfer. Among the items of importance to the Committee on Science are the new 23 USC 502(c)(2) and (f) which provide for research, development, and technology transfer related to surface transportation infrastructure such as enhancing emphasis on seismic research and on demonstrating innovative recycled materials, especially the use of paper and plastics to replace metal mesh in reinforced highway concrete. The Committee also placed strong emphasis on increasing the knowledge base necessary for state and local governments to do contracting based on life cycle cost analysis including the development of standardized estimates for the useful life of advanced highway and infrastructure materials. The Committee is well aware that if the useful life of the average highway could be extended by just one year, that the entire surface transportation research program of the Federal government could be paid for many times over and is interested in stopping the phenomenon of the products of advanced research sitting on the shelf because local contracting officers are either unfamiliar with them or do not know how to evaluate their usefulness.

Section 5104, Training and Education, continues a variety of training and scholarship programs of the Department. The Committee through language now included at 23 USC 504(b)(2)(A)(i) had interest in strengthening

undergraduate training and technical assistance to local transportation agencies through programs such as the Middle Tennessee Graduate 2000 program which was designed in conjunction with the concrete industry and state officials to assure an adequate supply of bachelor level professionals who are knowledgeable about the concrete industry and capable of making decisions related to the adoption of new technologies. We feel this is a necessary complement to our changes in Section 5102. Even if we are successful in getting the Department to fund research on life cycle costing and to develop standardized estimates of useful lives for new technologies, these are unlikely to be utilized in the absence of a technologically educated workforce.

Section 5107, the Surface Transportation-Environment Cooperative Research Program, is an idea promoted both by the Senate and by the Committee on Science. Its goal is to promote an increased awareness of the environmental and social impacts of transportation decisions through research to better understand factors related to transportation demand, by developing indicators of economic, social, and environmental performance of transportation systems, and by establishing an Advisory Board to recommend environmental and energy conservation research, technology and technology transfer activities related to surface transportation.

Section 5110, is one section with a disappointing final form. While we appreciate the Conference Committee's retention of our emphasis on merit selection of University Transportation Research Centers, we feel it is a mistake to list 21 recipients of earmarks and to mandate those earmarks in specific amounts for six years. This defeats both the principle of awarding contracts to the most qualified institutions and of continuing funding only for those institutions which perform satisfactorily under the grants. The House version of this legislation listed a number of other locations which Members of Congress considered to have meritorious programs and required the Secretary to consider applications for these institutions while not requiring actual rewards. For instance, under the House provision, which we considered to be preferable, the Secretary would have considered applications from schools like Middle Tennessee State University, Tennessee Technological University, and the University of Maryland which our membership considers to have sophisticated transportation programs, but the Secretary would only have awarded and renewed grants to these institutions if the applications from the school was meritorious and its performance under existing grants was satisfactory.

We are in agreement with the Statement of Managers language on the Intelligent Transportation System Subtitle and were pleased to be able to make a contribution to it. Our Committee's main emphases were expedited standards development for the intelligent transportation systems (ITS) program to decrease the chance of deployment of incompatible systems, increased data collection and information sharing responsibilities for recipients of grants for ITS operational tests or deployment, making sure that adequate attention is paid to the basic and human factors research related to ITS, and making sure that the special needs of ITS in cold climates were addressed.

I would like to close by commenting on the bill's removal of the deadline for conversion of highway construction to the metric system of measurement and its deferring to the states in this matter. This modification does not change the basic underlying facts that metric is still by law the preferred system of measurement in the United States, that U.S. government procurement and business related activities are to be conducted in metric, and that the rest of the world is moving to metric at a very rapid clip. Metric is the official system of measurement throughout Asia; all regulations in the European Union are being written in metric. Metric measurement is the standard throughout the Americas including Mexico and Canada. Metric measurement is rapidly becoming predominant in U.S. highway construction. Fortunately, this provision is not expected to bring much change. A quick survey of the states has shown that 90 percent of them do not plan to exercise this option and revert to the English system of measurement.

HONORING LORI PARCEL

HON. DAN BURTON

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 9, 1998

Mr. BURTON of Indiana. Mr. Speaker, Ms. Lori Parcel of Greenwood, Indiana in my District is the winner of the 1998 Voice of Democracy broadcast scriptwriting contest for Indiana. I am pleased to present her winning script for the RECORD.

Who hasn't solved a jigsaw puzzle? We all have been faced with the task of one time or another. I remember the last time I tried to solve one. After hours of work, the puzzle was nearly complete . . . and then I realized that some of the pieces were missing. I scoured the area in search of the missing pieces, but I was unable to find them. The puzzle remained incomplete. In many ways, our democracy is a puzzle that consists of over 250 million pieces. Over 250 million voices which are inextricably bound. And interlocked within this tapestry, the tapestry of democracy, is my voice.

I realize that all of the pieces of the puzzle must be present for our government to be fully effective. However, looking around, I can't help but notice gaps in democracy's tapestry. Gaps which surely weaken the entire structure. I raise my voice to cry out to the missing pieces, to tell them to join the majority of Americans, to exchange ideas and strengthen our government, but my cry does not reach some. They do not understand that by discounting their own voices, and by ignoring my plea, they are hurting both themselves and our government. They do not realize that a democracy such as ours cannot effectively operate without their input. I use my voice to tell them about the time I was paging in the state legislature. I tell of a man who came into the statehouse and observed me tallying opinion surveys. The man, presumably a stray piece, was surprised that the surveys were tallied. He expressed his astonishment by saying, "That's where those surveys go. You actually read these. I did not think anyone listened, or that it was worth spending money for a stamp." The man did not understand that the absence of a single voice, a solitary note in the symphony of our government, can throw harmony into discord.

I plea to the stray pieces once again. I tell them that, during my experience paging, I

learned that legislators are people. They have pictures of their families on their desks, and they even drink coffee. They are no different from the rest of us except they have decided to make a career out of using their voices to build our democracy, to add more pieces to the puzzle in hope of solving our nation's problems.

But certainly one does not have to hold public office to have a voice in our government. Rosa Parks provided the impetus for the Civil Rights movement by simply refusing to give up her seat on the bus. She did not even have to open her mouth to have her voice heard throughout the nation.

My voice will not be the missing piece of the puzzle or the chord absent in the symphony. I may speak loudly and run for public office. Or I may speak softly by writing to my representative to tell him my opinions on an issue. But regardless of how I speak, my voice will always be audible. It must be, in order for me to be a fully participating member of our democracy. It is my duty to those who have sacrificed and those who continue to work for freedom throughout the world to exercise my right to participate in our government.

I realize that using my voice is critical to the continuation of democracy. Our government consists of millions of voices. Those of politicians and those of voters, but all of which are American voices. Exercising our voices through voting is our privilege, right, and duty as American citizens. In order to truly have a government of, by, and for the people, we must all work to build it. We must all contribute our piece of the puzzle, our voice, to our democracy. When I cast my vote a year from now, I will be doing far more than choosing one candidate from the ballot. I will be contributing my voice to the extensive puzzle which depicts the tapestry of our government. And I will be raising my voice, in harmony, to contribute to that symphony we call democracy.

A TRIBUTE TO ANTHONY BELSKI

HON. FRED UPTON

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 9, 1998

Mr. UPTON. Mr. Speaker, I rise today to pay tribute to a dedicated and devoted friend of Southwest Michigan, Mr. Anthony Belski. This month he is retiring after thirty-six years of service to St. Joseph Public Schools. For twenty-nine of those years, Mr. Belski presided over Lincoln Elementary School as its principal.

During his tenure, Mr. Belski has seen a lot of change but through it all, one thing remains the same—his enduring dedication to the kids. Principals are in a unique position to touch so many lives and to help mold so many futures. As an educator, Mr. Belski is in a unique position to have his hard work live on in each of his students—clearly southwest Michigan is a better place thanks to his efforts.

Mr. Speaker, please join me in thanking Mr. Anthony Belski for all of his work and wishing him a long, productive, and happy retirement.

TRIBUTE TO FRAN PAVLEY

HON. BRAD SHERMAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 9, 1998

Mr. SHERMAN. Mr. Speaker, I rise today to pay tribute to Fran Pavley, for her leadership and efforts to improve the quality of life in our community. Fran is a determined, hard working individual who is a shining example of a model citizen, and has been rightly named as the recipient of the Citizen of the Year Award by the Las Virgenes Homeowners Association.

Fran's unwavering dedication to the Agoura Hills community spans back to the incorporation of the city in 1982. Serving as one of the first members of a budding, tightly-knit community, Fran has served continuously on the Agoura Hills City Council since it was created, the same year as the incorporation of the city. In addition, she was elected and served as the City's first mayor. Currently, in her fourth term as mayor, Fran continues to consider legislative, environmental and planning issues as top priorities.

One past achievement that has highlighted a bright career was Fran's authoring the "Transit Needs Study," which led to the creation of such programs as regional Dial-A-Ride and the Beach Bus. Currently, Fran is involved in planning and constructing a community center to serve the citizens of Agoura Hills and Calabasas. In recognition of these and other projects, she recently received the "Distinguished Leadership Award" by the American Planning Association.

In addition to Fran's participation in politics at a local level, she currently serves on the California Coast Commission, which plays a critical part in regulating land-use issues along California's 1100 miles of coastline. In 1996, the council member served as President of the Los Angeles County Division of the League of California Cities. Currently, she represents eighty-seven cities in the Los Angeles County of Statewide Board of Directors for the League of California Cities. Fran has also served on the Santa Monica Mountains Conservancy Advisory Committee, representing Agoura Hills and Westlake.

Growing up in Southern California and completing a Master's Degree in Environmental Planning, Fran has voluntarily offered her personal abilities to enhance and augment our community.

Mr. Speaker, distinguished colleagues, please join me in paying tribute to Fran Pavley. She has shown an unwavering commitment to the community and deserves our recognition and praise.

PERSONAL EXPLANATION

HON. CASS BALLENGER

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 9, 1998

Mr. BALLENGER. Mr. Speaker, had I been present for rollcall vote 208 (the Neumann amendment in the nature of a substitute or the so-called Conservative Action Team "CATs" budget) and rollcall vote 210 (the Republican budget resolution or the Kasich budget) last week, I would have voted in favor of these

measures. On the Spratt substitute, rollcall vote 209, I would have voted "no." I regret that I was unable to be in Washington, D.C., when the House cast these important budget votes.

CONGRATULATIONS TO JAMES L. DANDERAND

HON. PETER J. VISCLOSKY

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 9, 1998

Mr. VISCLOSKY. Mr. Speaker, it is with the greatest pleasure that I pay tribute to an exceptionally dedicated and benevolent member of Indiana's First Congressional District, Mr. James L. Danderand, of Dyer, Indiana. After thirty-nine years of continuous service with the institution, Jim retired on March 3, 1998 as Chairman of the Board and President of the Merrillville Branch of Bank One.

Jim graduated from the University of Illinois with a Bachelor of Arts degree. After graduating, he served his country as a Second Lieutenant of Infantry in the United States Army. Beginning his employment with the bank in February of 1959 as a Management Trainee, Jim started his extraordinary rise through his office's employment ranks. Jim was quickly promoted to President on July 18, 1969 and Chairman of the Board on March 14, 1985. Though employed and serving the community through various civic organizations, Jim continued his education through enrollment and completion of American Institute of Banking courses in Chicago, the Harvard Business School's Senior Bank Officers Seminar, Indiana University's Management Course. In addition, he graduated from the University of Wisconsin's Graduate School of Banking.

Jim's remarkable climb up the corporate ladder was accompanied by an ever-increasing group of civic, religious, and philanthropic organizations in which he participated. Jim served in a leadership role as Director of the Lake Area United Way, Director of the Boys and Girls Clubs of Northwest Indiana, Honorary Director of the American Red Cross, Lake County, Indiana Chapter, Director and Chairman of the Northwest Indiana Forum, Director of the Northwest Indiana Local Initiatives Support Corporation, Director of the Hospice of the Calumet Area, Inc., and Director of the Gary Educational Development Foundation, Inc. He also gave his time to the Lay Advisory Board for Catholic Charities, Diocese of Gary, Indiana University Northwest Chancellor's Associate, Purdue University Calumet Chancellor's Associate, Robert Morris and Associates, and the University Club.

While serving the community has always been an extremely important part of Jim's life, there can be no comparison to the dedication Jim has for his family. Jim and his loving wife, Prudy, have four wonderful, grown children, Lisa, Jeff, Jill, and John. Their seven grandchildren are an eternal source of joy and love for Jim and Prudy. Now that he is retired, Jim plans to visit and spend much of his time with his family. Jim's future plans include extensive traveling with his wife, many rounds of golf, and visiting his children and grandchildren.

Mr. Speaker, I ask you and my other distinguished colleagues to join me in commending Jim Danderand for his lifetime of service, success, and dedication to Indiana's First Congressional District. Jim serves as an excellent