

First, the diversion of these trucks onto state and local roads is destroying these roads. Most are not built to handle the wear and tear caused by heavy trucks which would not normally be driven on secondary roads. As a result, the State and local governments are forced to use scarce funds to meet high repair and maintenance costs. In a geographically large state where every transportation dollar counts, such expenditures drain funds away from other high priority projects. By contrast, the Interstate is designed to absorb the wear and tear caused by heavy vehicles, and I believe that is where they should be driving.

Second, having these trucks on secondary roads causes an extreme safety hazard. Heavy vehicles, such as tanker trucks carrying hazardous material and fuel oil, simply should not be traveling through communities with small roads, narrow intersections and difficult rotaries. Regrettably, there have been many accidents—some fatal—between large trucks and private vehicles on these smaller roads. The roadways are not designed to accommodate heavy trucks, whereas the Interstate system clearly is. I believe that getting these trucks back on the Interstate where they belong will enhance safety.

My bill will institute a 3-year pilot program during which time the federal weight limits will not apply to Maine's Interstate. During this waiver period, traffic data will be collected and reviewed by a Safety Committee headed by the Maine Department of Transportation. If the Committee finds that the waiver in fact has not negatively impacted safety, then the waiver will become permanent.

This important bill represents a good first step in solving this very real and very dangerous problem for Maine's people and Maine's roads.

#### INTRODUCTION OF SAFE PLAYGROUNDS ACT

### HON. FRANK PALLONE, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 13, 2001*

Mr. PALLONE. Mr. Speaker, I rise today to ask that my colleagues join me in supporting legislation I introduced today that would ensure that our nation's playgrounds are safe and properly constructed throughout America.

As the school year ends and summer begins, children all around the United States will be spending more time outside playing with friends at our community playgrounds. While most kids enjoy horsing around at the playground, it can be a dangerous place if the equipment is either broken or not up to code. Every year more than 200,000 children are injured on America's playgrounds, and, according to the U.S. Consumer Product Safety Commission (CPSC), 147 children died between 1990 and 2000 from playground equipment-related injuries.

In a 1998 survey, U.S. playgrounds received an overall grade of C— when rated on the presence of physical hazards and behavioral elements, including supervision and age-appropriate design. Mr. Speaker, many may think that this is an acceptable grade because

states, counties and local communities don't have any specific standards to follow when building playgrounds.

However this is not true. For the past several decades, the CPSC has written a very detailed national code to help states and local governments build the safest possible playgrounds. Unfortunately, only five states require that all public playgrounds in their respective communities abide by these standards.

My legislation, the Safe Playgrounds Act, would urge states to pass a law that assures that all playgrounds are safe for our kids.

The Safe Playgrounds Act will provide \$1 million grants to states that enact statewide laws regulating public playgrounds according to the CPSC's Handbook for Public Playground Safety. States could use these funds to either build new playgrounds or bring older ones up to code.

Mr. Speaker, I urge my colleagues to join me in protecting our kids from playground accidents by cosponsoring this bill. Playground accidents will always be a reality, but by making these grounds as safe as possible, we can reduce those accidents that are not the fault of the child but of the playground itself.

#### MAGNOLIA JUNIOR HIGH SCHOOL

### HON. KEVIN BRADY

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 13, 2001*

Mr. BRADY of Texas. Mr. Speaker, I would like to take this opportunity to welcome the students and faculty of Magnolia Junior High School of Magnolia, Texas to Washington, DC. I would also like to recognize the students from Maywood Middle School who are visiting with them from my colleague, Congressman DOUG OSE's, district in California. These students have traveled over great distances to enjoy the many national museums and learn the significance behind the many historic monuments that are in this great city. I would like to wish them all the best and hope they relish this tremendous educational opportunity.

#### TRIBUTE TO FRANCIS M. FULKERSON, JR.

### HON. IKE SKELTON

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 13, 2001*

Mr. SKELTON. Mr. Speaker, today, I wish to pay tribute to Francis M. Fulkerson, Jr. who has retired from the Army Corps of Engineers in Napoleon, MO.

In 1956, Mr. Fulkerson began his Federal career as a student trainee with the Corps. Mr. Fulkerson accepted a full time position in 1958 as a Surveying Technician at the Napoleon Office Area. During his career, Mr. Fulkerson served the Glasgow Area Office, the New Orleans District, the Kansas City District Office, the Jefferson City Resident Office, and then returned to Napoleon in July, 1988. Mr. Fulkerson has served for over 40 years.

Mr. Speaker, Francis Fulkerson's federal career has been far reaching. I know the mem-

bers of the House, please join me in expressing appreciation for his years of service.

#### AMERICAN BREAKTHROUGH RESEARCH ACT OF 2001

### HON. PHILIP M. CRANE

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 13, 2001*

Mr. CRANE. Mr. Speaker, I am pleased to announce that I, along with my friend and Colleague Congressman BOB MATSUI, are introducing the American Breakthrough Research Act of 2001. This important legislation remedies a shortcoming in the federal income tax incentives available for research and development activities. To a considerable extent, our country's competitive position in the world economy and our citizens' standard of living are dependent on maintaining and enhancing our leadership in pure science and in the equally important commercialization of the fruits of scientific discovery. Over many years, the Congress and administrations across political parties consistently have supported tax incentives for those crucial activities.

Much of the risky and capital intensive work of developing the commercial potential of scientific findings is undertaken by relatively small and even start-up businesses. It often takes many years and many millions of dollars of investment to turn discoveries into products, and along the way these entrepreneurs tend to have few if any products to sell and little or no revenues. The U.S. bioscience industry, for example, which many call the industry of the 21st century is comprised of about 1200 companies, most of which are relatively small. While the medicines and treatments that these companies are developing hold great promise to reduce or eliminate major diseases such as cancer and cystic fibrosis, few companies can go to the market with products to sell.

A key goal of Congress in enacting and re-enacting the research tax credit and expensing provisions of the Code has been to foster this long-term intensive R&D work. Yet the fact is that many such companies derive no benefit from these provisions. As estimated by a major U.S. accounting firm, 95 percent of the Nation's biotechnology firms did not earn any profits in 2000. The existing research tax incentives thus fail to reach these companies because the incentives can be utilized only by companies that have significant profits and taxable income.

This is a fundamental problem that we need to address now. This defect in existing law puts these companies, which are critically dependent on investment to sustain their research, at a disadvantage in raising capital compared with other, often larger companies that do have current income. Without current access to these tax incentives, these smaller companies whose research activities are so vital to our Nation, are hard pressed to find needed capital.

The Crane-Matsui legislation fixes this shortcoming. It provides eligible long-term research companies with the opportunity to obtain a current benefit from these tax attributes through an election to claim a refundable tax