

much the better. But to achieve our larger goal, we must be prepared to tolerate a certain level of disconnect between cars, pumps, and ethanol in the early stages of this effort. Some pumps may be underutilized at first, but this cannot be an excuse not to move forward.

Incidentally, virtually every gas-powered vehicle in America today can run on gasoline blended with 10 percent ethanol, or E10. By requiring that all gasoline be E10 as ethanol supplies become available, we could accommodate significantly more ethanol production even before most flex-fuel vehicles and E85 pumps are in place. Our neighbors in Illinois have passed such legislation, and I have urged my friends in Indianapolis to follow suit.

Now how do we produce enough ethanol to supply these stations and fuel these cars? The good news is we can let the market do a lot of the work. When oil is above \$70 a barrel, making ethanol from corn or sugar, even before subsidies, is less costly than producing gasoline. That is true even if oil drops substantially from today's level.

But the long term advancement of ethanol as a national transportation fuel requires a focused effort to perfect and commercialize cellulosic technology, which will enable us to make ethanol from switch grass, agricultural waste and other inexpensive biomass. The addition of cellulosic ethanol has the potential to substantially reduce the overall production cost of ethanol, while greatly expanding the volume produced. Although scientists and technicians are confident of the possibilities for cellulosic ethanol, efforts at commercialization have lagged behind basic research. The time is long past due for the Federal government to step in and prime the pump for commercial production through an aggressive loan program. The experience gained by the first production plants will provide the knowledge we need to rapidly expand the cellulosic industry.

Studies have shown that we will have enough land for energy crops, given the expected increases in yields and improvements in processing efficiency. If we could reach a target of 100 billion gallons of ethanol a year—a 13-fold increase over current capacity in operation or under construction—that would be equivalent to 71 percent of current gasoline consumption by volume. The two are not directly comparable because ethanol has lower energy content than gasoline, but over time, I expect automakers will improve the efficiency of their engines for E85 fuel.

Although many investors are currently lining up to jump into the ethanol business, many are still hesitating to take the plunge. They fear that foreign oil producers might, as they have before, manipulate the oil market to temporarily cut the price and drive ethanol producers out of business. Therefore, another step we should take is to ensure market certainty for investors by setting a price floor for crude oil at about \$45 a barrel through a variable ethanol tax credit that would rise as the price of oil dropped. I am developing legislation to achieve this goal and have benefited from the contributions of Dr. Wallace Tyner of Purdue University, who will appear in the afternoon panel.

Finally, it will be far easier to alter the mix of fuel supplies if we can slow or stop the growth in overall fuel demand. It has been more than twenty years since there was a change in the Corporate Average Fuel Efficiency standards for cars. Over that time, American gas mileage has largely stagnated. In 1987, the average light duty vehicle got 22.1 miles per gallon, according to the EPA.

Nineteen years later, in 2006, the figure has fallen to 21 miles per gallon. Yet during that time, automobile technology has greatly advanced, only in other directions. For instance, today a family car like the Toyota Camry has faster acceleration than a muscle car of the 1970s.

We need to channel the technical prowess of America's auto industry in the direction of greater fuel efficiency so that we can grow our economy without growing our fuel consumption. Therefore, Congress should enact modern mileage standards that set a target of steadily improving fuel economy every year. It should also continue to encourage research, development, and deployment of hybrids, plug-in technology, ultra-light auto materials, biodiesel, and coal-based transportation fuels, among other promising technologies.

This package of proposals would dramatically improve America's security posture. It would not dismantle the automobile culture that Americans cherish, nor would it create a vast bureaucracy with a bottomless appetite for taxpayer dollars. In fact, if it is accompanied by strong leadership and thoughtful explanation, I am confident that Americans will recognize that this is the way that we will preserve our cars and our economy over the long run. It would provide more jobs for Americans instead of sending a deluge of money to hostile countries, support our farmers instead of foreign terrorists, and promote green fuels over fossil fuels.

It should not surprise you to learn that I have proposed or co-sponsored legislation on these ideas. But this is just a start. None of these bills has passed, or even been put to a vote in the Senate. For instance, the Fuel Economy Reform Act, which I co-sponsored with my friend Sen. Barack Obama and other Democrats and Republicans, seeks a four percent annual increase in fuel economy. Last month, Sen. Obama tried to amend the offshore oil drilling bill with our legislation, but Senate procedures prevented him from doing so. While we are asking for greater statesmanship from our automobile and oil companies, we must demand the same from our Federal legislators and administrators.

Far in the future, historians may point to the energy policy of the last several decades as the major national security failing of the American government in this era. In the absence of decisive policy changes, historians will rightly ask how the wealthiest and most powerful nation on earth with abundant land, a magnificent industrial infrastructure, and the world's best universities and research institutions simply would not reorient itself over the course of decades despite repeated warning signs. Our failure to act will be all the more unconscionable given that success would bring not only relief from the geopolitical threats of energy-rich regimes, but also restorative economic benefits to our farmers, rural areas, automobile manufacturers, high technology industries, and many others.

We must be very clear that this is a political problem. We now have the financial resources, the industrial might, and the technological prowess to shift our economy away from oil dependence. What we are lacking is coordination and political will. We have made choices, as a society, which have given oil a near monopoly on American transportation. Now we must make a different choice in the interest of American national security and our economic future. As the vanguard of concerned and informed experts in this field, I call upon each of you to apply your talents and energies to solving this fundamental

problem threatening the well-being of our nation. I look forward to working with you as we achieve this goal.

ADDITIONAL STATEMENTS

REMEMBERING MADONNA ARCHAMBEAU

• Mr. JOHNSON. Mr. President, today I wish to honor the life of Madonna Archambeau. Madonna was a member of the Yanktonwan Dakota Nation who passed away just over a week ago.

Mrs. Archambeau was born in 1934 in Ravinia, SD just a few miles off the Missouri River near the Nebraska border. Mrs. Archambeau was then educated at St. Paul's Indian Mission in nearby Marty, SD. From there, she began her service to her community which culminated in her election as the first woman to chair the Yankton Sioux Tribe.

Mrs. Archambeau began her career at the post office in Greenwood, SD, then moved to the Indian Health Service where she served for 31 years. Although she didn't end her career there; after her retirement from IHS she ran for chairperson of the Yankton Sioux Tribe and eventually tribal members elected her as the first woman to serve in that position.

This exceptionally strong woman was an especially strong advocate for the health and wellness of the Yankton Sioux Tribe and some of her greatest contributions to the tribe were in the health care arena. A tireless advocate of the health needs of her people, Mrs. Archambeau fought for adequate health care by working to ensure that emergency services remained at the Wagner Service Unit of the IHS. She was also a major influence in the establishment of a dialysis center for members of the Yankton Sioux Tribe.

It was my pleasure to have worked with her during her term and I would like to offer my condolences to the family, friends, and fellow advocates whom Madonna touched with her efforts on behalf of her people. They have much to be proud of, and it is my hope that their memories will be rich with the great many accomplishments she achieved during her career. Her memory will serve as a beacon to young Native women in the Yankton Sioux tribe and throughout Indian Country. •

MEASURES PLACED ON THE CALENDAR

The following bills were read the second time, and placed on the calendar:

H.R. 503. An act to amend the Horse Protection Act to prohibit the shipping, transporting, moving, delivering, receiving, possessing, purchasing, selling, or donation of horses and other equines to be slaughtered for human consumption, and for other purposes.

S. 3882. A bill to amend title 18, United States Code, to support the war on terrorism, and for other purposes.