

use technology to make more fuel-efficient vehicles that are less reliant on petroleum. I think ethanol is a piece of the puzzle, but it can never replace petroleum and is not the ultimate solution. I'm sure you do not want a novel, so I'll end on that note.

CHRIS, *Burley*.

Dear Mr. Crapo, You're so right about the gas prices affecting those of us in Idaho. So many of us are in rural areas that do not offer the services of a bigger city, i.e. specialized physicians, food and clothes shopping, automotive and farming equipment and supplies, etc. While you say the average Idaho household is spending \$50 more/month, I can attest to the fact that it is more like \$100 more/month, especially where we must travel approximately ten miles to the nearest town. Those people who are on repeat chemo or dialysis treatments are really taking it in the pocket book!

We need to tap into the alternative energy resources in our country and stop relying on other Third World countries who commit atrocities against humanity. Meanwhile, since it is an emergency in terms of the USA economic status, let us try, just try, to depend on the oil reserves and resources in the U.S. and Canada and see where that takes us. I do not see (in my limited experience) how it would make us any less of a super power. Frankly, we'd be setting a good example.

Thank you for considering my request to be heard as a lifetime citizen of Idaho and the USA.

MELANIE, *Silverton*.

I am a recently (February) divorced woman; mid-50's living in Blackfoot. I have been doing okay, being able to make ends meet. Recently I had to change my taxes. At the present time, I have no real estate, which should change by December. Being single again my taxes have changed to take out another \$284.00 per month.

Meanwhile, I have a mother, widowed, in her late 80s that I have to travel to Idaho Falls from Blackfoot to help with bills, doctor appointments, grocery shopping, keeping the yard mowed and all the things that go with helping to assist in the care of an elderly parent. She is fairly competent, and I am really lucky, but she is getting weaker and shakier. I worry.

Just last month alone, my gas bill went from \$100.00 per month to \$180.00. This is huge for me. Considering I work for a salary and receive no overtime, I guess you could say I have a 'fixed' income. I really cannot get a second job because I really need to be able to leave at a moment's notice if I need to take care of her needs. The gas is actually dipping into my savings I pay myself each month.

This has caused a lot of emotional feelings for me. I am torn between where I should be and how much it is going to cost me to get there. These choices should not be weighed between gas prices and a mother in need.

I hope something can be done about this. When I purchase gas, I get physically sick in my stomach and I feel angry. My car gets 28 mpg on the freeway, thank goodness. Imagine if I had a truck or something less conservative.

Sincerely,

CATHY, *Blackfoot*.

The Honorable Senator Crapo: I appreciate the opportunity to share the personal feelings on high fuel costs, and the impact these high energy costs are having on us. I believe that legislative bodies need to get together and "act" in a way that will ensure that my children, and theirs, will have a way of life free from most of the stress and concerns concomitant we are struggling with today,

in the way of high energy costs. We must execute a well-thought-out plan that does not band-aid the current situation, at the expense of the future. Quite frankly, I would rather pay my share now, if it means my children will have the opportunity to live in a world where they can focus on being all they can be, without fear of making trade-offs between the fuel it takes to get them to work, and the food or health care that they need to survive. Finally, we need to act now (not next session, or the one after that). Election year, or not . . . I will be more prone to vote out candidates that procrastinate on this urgent topic, at the expense of being popular with their constituents in an election year (and I believe that candidates would actually be more popular, if they acted, rather than delayed).

These are my positions. I am no authority. I believe a plan like this could be achieved, if we could all learn to work together (particularly the Legislature) and assemble a 20-year plan that alleviates much of our dependence on foreign oil, to wit:

Our oil companies are doing just fine, thank you. While I would not be in favor of a windfall tax on oil profits, that would merely be passed along to consumers, in the form of further fuel price increases, I would be in favor of a large tax deduction for increasing refinery capacity so long as an equal investment was made in alternative forms of energy development (wind, solar, seas, geothermal, etc).

Establishing legislation that requires all automakers selling cars in the U.S. to develop, by 2018, models of reliable, economical, and efficient electric-based commuter vehicles, enabling local transportation, thus decreasing pollution and allowing consumer cost avoidance for fossil-fuel unless traveling longer distances. This would include fuel-cell, rechargeable, etc. vehicles.

Speed up the approval of nuclear power generating permits to ensure we have the generating capacity to begin the shift to electric vehicles.

Mandate approval of local option taxes as the Federal level, allowing citizens to tax themselves for transportation plans that reduce CO₂ emissions (it is clear our own State Legislature is asleep at the wheel on this subject). Like No Child Left Behind, we have proven it is possible to require state governments to "act" in positive ways.

Open up ANWR to exploration, drilling, and oil production, along with environment preservation regulations that require "logical" and "thoughtful," yet inexpensive ways of minimizing our footprint in this, and all areas (including offshore) that may produce the fuels we need to get to an electric-based commuter mentality. Require environmentalists to "prove" the impact, not speculate, and enact the needful, but minimum.

Require all oil companies to invest in infrastructure that allows for the delivery of alternative fuels (e.g., hydrogen) in a stepwise, U.S.-wide plan that allows for a complete mapping of these services in the next fifteen years.

Provide tax-incentives, or perhaps Federal Grants to companies that can develop technologies that allow for the generation of clean power right in our homes (advanced solar cells, fuel cells, etc.).

We need to act now, as the answers are sure to be long in the making. But we also need to take some chances (ANWR) that allow us to make it to the next stage of technological maturity. We need this balance: Current energy exploration and local production along with equal investments in the deployment of new energy source technologies. We also need to enable investments in all the underpinning services and infrastructure

that make this future vision come to fruition (alternative fuel delivery infrastructure, home power transfer technology, etc.).
PAT, *Boise*.

HONORING TROOPER DAVID SHAWN BLANTON, JR.

Mr. BURR. Mr. President, I wish to honor the life of North Carolina State trooper David Shawn Blanton, Jr., who was tragically killed on June 17 during a routine traffic stop near Canton, NC. David is the 59th North Carolina State trooper to have been killed in the line of duty.

David was only 24 years old and was a 2-year veteran of the North Carolina Highway Patrol. He was a native of Sylva, NC, and a 2002 graduate of Smoky Mountain High School, where he was a football and wrestling star.

We are all grateful for David's dedication to protecting the citizens of North Carolina. He lived in Cherokee with his wife Michaela, who had just given birth to their son Tye 2 weeks prior to his untimely passing.

David was a member of the Eastern Band of the Cherokee Indian Tribe and the first member of that tribe to serve with the highway patrol. In addition to being a State trooper, David volunteered as the junior varsity softball coach at Smoky Mountain High School.

Along with his wife Michaela and son Tye, David is survived by his father David S. Blanton Sr., stepmother Jennifer Blanton, mother Jeanell Youngbird, younger brothers, Jerry R. Blankenship, Jim Kye Blankenship, Jesse J. Blanton, and sister Natalie E. Blanton.

David's friends, family, fellow troopers, and the people of North Carolina are mourning this very tragic loss.

I know that there are no words that I can offer to help comfort Michaela and other members of the Blanton family, but I hope my colleagues in the Senate will join me in keeping them in our thoughts and prayers.

David gave his life in service to our State, and this ultimate sacrifice should never be forgotten.

I send my deepest condolences to all who had the privilege of knowing this young man who gave his life in service to our State.

ADDITIONAL STATEMENTS

TRIBUTE TO BARBARA MORGAN

● Mr. CRAPO. Mr. President, I am proud to announce the return of NASA mission specialist, teacher in space Barbara Morgan, not to Earth—that was 10 months ago—but to Idaho and Boise State University where she has been hired in a newly created position that will develop education initiatives in science, math, engineering, and technology. Barbara flew on the Shuttle *Endeavor*, Mission STS-118, from August 8-21, 2007. She served as a mission specialist onboard *Endeavor*, working as a robotic arm operator in the

International Space Station assembly mission and conducting a teaching lesson from space, of which I was fortunate enough to be a part on the ground in Boise.

Barbara is a teacher by training. In 1985, she was selected to be the backup candidate for the NASA Teacher in Space Program, and trained with the late Christa McAuliffe for 4 months. After the shuttle tragedy in 1986, she returned to Idaho and taught second and third grades at McCall-Donnelly Elementary School. She continued to work with NASA's Education Division as the space designee, speaking publicly, designing curriculum, serving on the National Science Foundation's Federal Task Force for Women and Minorities in Science and Engineering, and as an education consultant. In 1998, NASA began the Astronaut Educator Program which replaced its Teacher in Space Program and Barbara was selected to train as a mission specialist. She began her 2-year training period that year and, upon completion in 2000, was given technical duties with NASA. She continued her duties and ongoing training in preparation for Mission STS-118 last summer.

In a preflight interview before STS-118, Barbara's extraordinary commitment to learning was revealed as she recounted of the beginning of her pilot training. She came to flight training with no flying background, and her initial pilot training experience was in a Cessna. Being unfamiliar with the communication language between pilots and air traffic controllers, she went to Radio Shack and bought a radio that gave her access to air traffic control so she could listen and become familiar with the language. In the course of that interview, one of Barbara's insights about the basics of learning, be it in a career or in school, revealed itself in a fine point about the importance of "learning the language." She observed that once you master the "language," be it an actual language or a set of terms used in a particular vocation or field of study, things become much easier. She understands very well that learning the "language" is the pathway to success.

Barbara has learned many languages, from that of an elementary school teacher to that of a pilot and NASA astronaut. Boise State University is very fortunate that she will be bringing her science, math, and engineering language skills to its students. It has been an honor for me to pay tribute to Barbara's remarkable achievements today and in the past, and I am certain that there will be many more to come. I offer her, Clay, and their children my heartfelt congratulations and an enthusiastic "Welcome home to Idaho!"

TRIBUTE TO MAJOR GENERAL GALEN JACKMAN

• Mr. LEVIN. Mr. President, I wish to publicly commend and congratulate MG Galen B. Jackman, U.S. Army,

upon his retirement after more than 35 years of military service. During the last 3 years, from July 2005 through July 2008, Major General Jackman served as the Army Chief of Legislative Liaison. He was instrumental in improving the understanding of Members of Congress and staff concerning a wide range of Army issues, in particular an understanding of the Army's role in the wars in Iraq and Afghanistan, the resource requirements for an army at war, and the effect of those wars on the Army and its soldiers and their families. Major General Jackman worked tirelessly to ensure that soldiers and Army civilians had the resources necessary to maintain the Army as the world's preeminent land service. He forged effective relationships with congressional Members and staff, always responding quickly and effectively to congressional requests for information and assistance, and has been an invaluable advisor to the Secretary and Chief of Staff of the Army.

General Jackman's assignment as Army Chief Legislative Liaison was the capstone to an outstanding career of service to our Nation. Prior to assuming this position, Major General Jackman served as the Commanding General, U.S. Army Military District of Washington and Commander, Joint Force Headquarters-National Capital Region, Fort Lesley J. McNair, Washington, DC. His other joint assignments include service as the Deputy for Training and Readiness, United States Pacific Command, and Director of Operations, United States Southern Command.

Major General Jackman served as the Chief of Staff and Assistant Division Commander, Support, for the 10th Mountain Division, Light, Fort Drum, NY, deploying with the Division in support of OPERATION JOINT FORGE, Bosnia-Herzegovina June 2000 to July 2001.

He began his service to our Nation in 1973 as a rifle platoon leader, Company A, 1st Battalion, Airborne, 508th Infantry, 82d Airborne Division, Fort Bragg, NC. His leadership positions include serving as a support squadron commander in 1st Special Forces Group, Airborne, Fort Bragg, NC; Commander, 2d Brigade, 7th Infantry Division, Light, Fort Ord, CA, and director, Combined Arms and Tactics Directorate, U.S. Army Infantry Center and School, Fort Benning. In his numerous leadership and command positions throughout his distinguished career, Major General Jackman demonstrated an unwavering commitment to the welfare of his soldiers and their families. Throughout his career, he played an important role in the development of the future officers and leaders of the Army.

Major General Jackman holds a master of science degree in procurement and contract management from the Florida Institute of Technology and a bachelor of arts degree from the University of Nebraska. He is a graduate of

the Industrial College of the Armed Forces.

His outstanding Service has been recognized with numerous military awards including the Distinguished Service Medal, the Defense Superior Service Medal, with Oak Leaf Cluster; the Legion of Merit, with Oak Leaf Cluster; the Defense Meritorious Service Medal; and the Meritorious Service Medal, with 2 Oak Leaf Clusters. He proudly wears the Expert Infantryman Badge, the Master Parachutist Badge, the Air Assault Badge and the Ranger Tab.

Major General Jackman is married to the former Ms. Cathy Dowd. They have two children David, 20, and Patrick, 18. David will be a senior at Gilford College this fall, while Patrick will attend Virginia Military Institute. I also congratulate them on their husband's and father's retirement from the Army. The demands of military life are such that military families also sacrifice and serve the Nation along with their soldier.

Mr. President, the Army, the Congress, and the Nation have benefited greatly from the service of such a great leader and soldier. He will be sorely missed.●

MESSAGE FROM THE HOUSE

At 4:23 p.m., a message from the House of Representatives, delivered by Ms. Niland, one of its reading clerks, announced that the House agrees to the amendment of the Senate to the bill (H.R. 802) to amend the Act to Prevent Pollution from Ships to implement MARPOL Annex VI.

MEASURES PLACED ON THE CALENDAR

The following bill was read the second time, and placed on the calendar:

H.R. 6377. An act to direct the Commodity Futures Trading Commission to utilize all its authority, including its emergency powers, to curb immediately the role of excessive speculation in any contract market within the jurisdiction and control of the Commodity Futures Trading Commission, on or through which energy futures or swaps are traded, and to eliminate excessive speculation, price distortion, sudden or unreasonable fluctuations or unwarranted changes in prices, or other unlawful activity that is causing major market disturbances that prevent the market from accurately reflecting the forces of supply and demand for energy commodities.

EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, and were referred as indicated:

EC-6881. A communication from the Acting General Counsel, Department of Defense, transmitting a legislative proposal that would increase the authorized strength for Army general officers; to the Committee on Armed Services.