

There are two ways we can start to lower gasoline prices. One way is to release oil from our National Strategic Petroleum Reserves, which will lower prices by increasing supply while sending a clear signal to OPEC that we are not going to sit back and take whatever they decide to deal. The second is to make sure that no anticompetitive practices are taking place among the big oil companies and oil refineries here in our own country.

My amendment gets to this second point. I have called for an investigation by the Federal Trade Commission into gasoline price manipulation. We need to make sure that American families are not being unfairly taken advantage of by oil companies and refineries.

Should the FTC's investigation find that illegal practices are taking place, they have a couple of options. First, the FTC can pursue a civil action and fine companies breaking the law. Or, if they find evidence of criminal behavior, the FTC can then notify the Department of Justice, which would then pursue criminal action.

We have seen the devastating effects that market manipulation can have when energy companies withheld power from California's power grid in 2000 and 2001 in order to drive up the price of electricity. The result was 38 days of blackouts, rolling brownouts, service interruptions, and ultimately over \$11 billion from the California State Treasury. A later report by the California Public Utilities Commission stated that the vast majority of the power failures could have been prevented.

We need to make sure the same kind of intentional market manipulation and preventable economic losses do not happen to American consumers when they buy gasoline.

Mr. DORGAN. Mr. President, I was necessarily absent for part of this week and want to indicate how I would have voted if I had been present.

If present, I would have voted in the following ways: "no" on the Nelson (FL) amendment, rollcall vote No. 143; "yes" on the Hagel amendment, roll call vote No. 144; "yes" on the Voinovich amendment, rollcall vote No. 145; "no" on the McCain-Lieberman amendment, rollcall vote No. 148; "yes" on the motion to table the Bingaman amendment, rollcall No. 149; "no" on the Alexander amendment, rollcall vote No. 150; "yes" on the Kerry amendment, rollcall vote No. 151; "yes" to invoke cloture on the energy bill; rollcall vote No. 152; and "yes" to waive the budget point of order on the Domenici-Landrieu amendment, rollcall No. 153.

ADDITIONAL STATEMENTS

HONORING JEAN O'LEARY

• Mrs. FEINSTEIN. Mr. President, I rise today to honor an outstanding American whose tireless work helped bring to national attention the matter

of gay civil rights. Jean O'Leary represented the ideals of a truly integrated society, a Nation that saw equality for gay, lesbian, bisexual, and transgender people of this world. On June 4, 2005, my dear friend, Jean O'Leary died at the age of 57, in her home in San Clemente, CA. Her passing is a great loss to her family and she will be missed by all who knew her. I offer my deepest condolences to her family and am joined by the thousands of Californians, as well as those throughout the country, who have benefited from her work to end the injustices that segregate this great Nation. Jean O'Leary's was a light, a remarkable voice in an area that needed a champion. Her legacy will live on through the passion and energy she gave to the gay rights movement.

Jean Marie O'Leary lived a life of extraordinary accomplishments. Born in Kingston, NY, but raised mostly in Ohio, Ms. O'Leary attended parochial schools from third grade through high school and in 1966 joined the Sisters of the Holy Humility of Mary to become a nun. Many were surprised by her decision which contradicted her independent and rebellious nature. Years later she revealed that she wanted to become a nun because she "wanted to do something special, to have an impact on the world."

Jean O'Leary left the covenant in 1971, returning to New York where she immersed herself in the gay rights movement. She was a member of the Gay Activists Alliance, founder of the Lesbian Feminist Liberation, co-executive director of the National Gay Task Force, and head of the National Gay Rights Advocates where she helped bring visibility to the movement.

In 1977, Ms. O'Leary through her close friendship with Midge Costanza, an advisor to President Jimmy Carter, organized the first-ever meeting of gay rights advocates in the White House. This historic gathering of gay and lesbian leaders spurred a national discussion to review and begin to correct the antigay policies by Federal Government agencies. President Carter later appointed her to the National Commission on the Observance of International Women's Year where she negotiated the inclusion of gay and lesbian rights on the commission's conference held in Houston. In her work as a Democratic Party activist, O'Leary was a pillar of strength and support that helped advance the rights of gay men and lesbians, women and people living with HIV and AIDS.

Truly, she lived up to her dreams to shape the world. In a career that spanned 35 years, I remember Ms. O'Leary as an exception activist, a woman with a soft-spoken, charming, and compassionate nature that shown through in her tremendous ability to pioneer an issue that involves millions worldwide.

Jean O'Leary was an exemplary American who worked to improve the life of all persons in the Nation. She

was an outstanding individual, a close and trusted friend, and an inspiration to this Nation. We will all miss her spirit and passion, and our thoughts go out to her family and friends. •

MESSAGE FROM THE HOUSE

At 11:27 a.m., a message from the House of Representatives, delivered by Ms. Niland, one of its reading clerks, announced that the House has passed the following bill, in which it requests the concurrence of the Senate:

H.R. 2985. An act making appropriations for the Legislative Branch for the fiscal year ending September 30, 2006, and for other purposes.

MEASURES REFERRED

The following bill was read the first and the second times by unanimous consent, and referred as indicated:

H.R. 2985. An act making appropriations for the Legislative Branch for the fiscal year ending September 30, 2006, and for other purposes; to the Committee on Appropriations.

REPORTS OF COMMITTEES

The following reports of committees were submitted:

By Mr. ALLARD, from the Committee on Appropriations, with amendments:

H.R. 2985. A bill making appropriations for the Legislative Branch for the fiscal year ending September 30, 2006, and for other purposes (Rept. No. 109-89).

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second times by unanimous consent, and referred as indicated:

By Mr. SANTORUM (for himself and Mr. SPECTER):

S. 1310. A bill to authorize the Secretary of the Interior to allow the Columbia Gas Transmission Corporation to increase the diameter of a natural gas pipeline located in the Delaware Water Gap National Recreation Area; to the Committee on Energy and Natural Resources.

By Mr. REID (for himself, Mr. BINGAMAN, Mr. SALAZAR, and Mr. KERRY):

S. 1311. A bill to provide grants for use by rural local educational agencies in purchasing new school buses; to the Committee on Health, Education, Labor, and Pensions.

ADDITIONAL COSPONSORS

S. 277

At the request of Mr. JOHNSON, the name of the Senator from New Mexico (Mr. BINGAMAN) was added as a cosponsor of S. 277, a bill to amend title XVIII of the Social Security Act to provide for direct access to audiologists for Medicare beneficiaries, and for other purposes.

S. 392

At the request of Mr. LEVIN, the name of the Senator from Georgia (Mr. ISAKSON) was added as a cosponsor of S. 392, a bill to authorize the President to award a gold medal on behalf of Congress, collectively, to the Tuskegee

Airmen in recognition of their unique military record, which inspired revolutionary reform in the Armed Forces.

S. 555

At the request of Mr. DEWINE, the name of the Senator from Michigan (Ms. STABENOW) was added as a cosponsor of S. 555, a bill to amend the Sherman Act to make oil-producing and exporting cartels illegal.

S. 843

At the request of Mr. SANTORUM, the name of the Senator from Minnesota (Mr. DAYTON) was added as a cosponsor of S. 843, a bill to amend the Public Health Service Act to combat autism through research, screening, intervention and education.

S. 1139

At the request of Mr. SANTORUM, the name of the Senator from Pennsylvania (Mr. SPECTER) was added as a cosponsor of S. 1139, a bill to amend the Animal Welfare Act to strengthen the ability of the Secretary of Agriculture to regulate the pet industry.

S. 1197

At the request of Mr. BIDEN, the name of the Senator from Colorado (Mr. SALAZAR) was added as a cosponsor of S. 1197, a bill to reauthorize the Violence Against Women Act of 1994.

S. 1246

At the request of Mr. DODD, the name of the Senator from New York (Mrs. CLINTON) was added as a cosponsor of S. 1246, a bill to require the Secretary of Education to revise regulations regarding student loan payment deferment with respect to borrowers who are in postgraduate medical or dental internship, residency, or fellowship programs.

S. 1290

At the request of Mrs. MURRAY, the names of the Senator from Colorado (Mr. SALAZAR), the Senator from Illinois (Mr. OBAMA), the Senator from West Virginia (Mr. ROCKEFELLER) and the Senator from Illinois (Mr. DURBIN) were added as cosponsors of S. 1290, a bill to appropriate \$1,975,183,000 for medical care for veterans.

S. 1300

At the request of Mr. SANTORUM, the name of the Senator from Missouri (Mr. TALENT) was added as a cosponsor of S. 1300, a bill to amend the Agricultural Marketing Act of 1946 to establish a voluntary program for the provision of country of origin information with respect to certain agricultural products, and for other purposes.

S. RES. 154

At the request of Mr. BIDEN, the name of the Senator from Pennsylvania (Mr. SPECTER) was added as a cosponsor of S. Res. 154, a resolution designating October 21, 2005 as “National Mammography Day”.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. REID (for himself, Mr. BINGAMAN, Mr. SALAZAR, and Mr. KERRY):

S. 1311. A bill to provide grants for use by rural local educational agencies in purchasing new school buses; to the Committee on Health, Education, Labor, and Pensions.

Mr. REID. Mr. President, many years ago, when I attended school in Searchlight, I walked to school. And when it was time for high school, I hitched a ride into a town forty miles away and had to stay with family during the week. There weren’t many options back then. That was the transportation system in rural America: walk or hitchhike.

Now, of course, we have school buses to get children to school.

Unfortunately, rural school districts across America are strapped. They can’t afford to buy newer, safer buses. And skyrocketing gas prices have only made the problem worse. As a result, many rural areas have no choice but to operate outdated, unsafe school buses for as long as they can pass inspection.

Last year, I met with the school superintendents in my State. While each district identified their own, unique challenge, they all had an urgent need for school buses. I was astonished to learn that the school buses in some rural Nevada counties travel a combined million miles in a single school year.

The superintendents asked for my help, and I want to help. And based on conversations with some of my colleagues on both sides of the aisle, I am pretty confident the need for newer and safer school buses is not unique to Nevada’s rural school districts.

I am introducing legislation today that will help rural districts transport children to school in a way that is safe, affordable, and environmentally sound.

The “Bus Utility and Safety in School Transportation Opportunity and Purchasing Act of 2005”—or BUS STOP—authorizes the Federal Government to provide \$50,000,000 in grants on a competitive basis to rural local education agencies seeking Federal share assistance to purchase school buses. The Federal share will be 75 percent.

Some may wonder why we need such a program when the Environmental Protection Agency already has a cost-share grant program to help school districts purchase new buses powered by natural gas or other alternative fuels.

Unfortunately, most of the rural districts in my State, and, I would imagine, across the country cannot apply for these grants because they don’t have the infrastructure in place to support this technology.

However, working in the spirit of clean air and healthy children, my bill will help rural school districts buy newer buses that are better for our air, and safer for our children.

There are many small, rural towns in America, like Searchlight, where the kids need our help. They deserve no less than safe, clean, economical buses to get them to school.

I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 1311

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Bus Utility and Safety in School Transportation Opportunity and Purchasing Act of 2005”.

SEC. 2. FINDINGS AND PURPOSE.

(a) FINDINGS.—Congress finds that—

(1) school transportation issues remain a concern for parents, local educational agencies, lawmakers, the National Highway Traffic Safety Administration, the National Transportation Safety Board, and the Environmental Protection Agency;

(2) millions of children face potential future health problems because of exposure to noxious fumes emitted from older school buses;

(3) many rural local educational agencies are operating outdated, unsafe school buses that are failing inspection, resulting in a depletion of the school bus fleets of the local educational agencies; and

(4) many rural local educational agencies are unable to afford newer and safer buses.

(b) PURPOSE.—The purpose of this Act is to establish within the Department of Education a Federal cost-sharing program to assist rural local educational agencies with older, unsafe school bus fleets in purchasing newer, safer school buses.

SEC. 3. DEFINITIONS.

In this Act:

(1) RURAL LOCAL EDUCATIONAL AGENCY.—The term “rural local educational agency” means a local educational agency, as defined in section 9101 of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7801), with respect to which—

(A) each county in which a school served by the local educational agency is located has a total population density of fewer than 10 persons per square mile;

(B) all schools served by the local educational agency are designated with a school locale code of 7 or 8, as determined by the Secretary of Education; or

(C) all schools served by the local educational agency have been designated, by official action taken by the legislature of the State in which the local educational agency is located, as rural schools for purposes relating to the provision of educational services to students in the State.

(2) SCHOOL BUS.—The term “school bus” means a vehicle the primary purpose of which is to transport students to and from school or school activities.

(3) SECRETARY.—The term “Secretary” means the Secretary of Education.

SEC. 4. GRANT PROGRAM.

(a) IN GENERAL.—From amounts made available under subsection (e) for a fiscal year, the Secretary shall provide grants, on a competitive basis, to rural local educational agencies to pay the Federal share of the cost of purchasing new school buses.

(b) APPLICATION.—

(1) IN GENERAL.—Each rural local educational agency that seeks to receive a grant under this Act shall submit to the Secretary for approval an application at such time, in such manner, and accompanied by such information (in addition to information required under paragraph (2)) as the Secretary may require.

(2) CONTENTS.—Each application submitted under paragraph (1) shall include—

(A) documentation that, of the total number of school buses operated by the rural local educational agency, not less than 50