

Management, but which are under review by the Office of Management and Budget. Finally, we should be fully informed about the energy and water inputs that may be necessary for extraction, as well as the greenhouse gas emissions associated with production of oil from shale.

The third title of this bill seeks to increase research, development and deployment of advanced plug-in electric cars and trucks. There is a great deal of emphasis being placed on the promise of plug-in electric vehicles as a replacement technology for today's fuel-consuming vehicles. The potential benefits of plug-in electric vehicles includes much higher energy efficiency, elimination of the need for oil, and use of existing and expanded electric infrastructure. The legislation under consideration would increase research and development for advanced batteries, which will be required to allow these vehicles to drive long distances without needing to recharge. The bill also authorizes a loan program for the retooling of advanced battery manufacturing facilities. Finally, it calls on the federal government to purchase plug-in electric vehicles to the extent practicable to help increase market penetration of the technologies and make significant reductions in government-related fuel use.

Finally, this legislation attempts to strengthen futures markets. There are concerns that the role of speculation in these markets is impacting today's oil and gasoline prices. Therefore, this bill authorizes increased funding and staff for the Commodity Futures Trading Commission—CFTC. It requires the President's Working Group on Financial Markets to conduct a study of international regulation of energy commodities markets. It codifies recent CFTC action on position limits and transparency for foreign boards of trade that are involved in the U.S. oil trading market. Finally, it requires the CFTC to gather information on index traders and swap dealers. Many of these proposals result from the fact that a lack of information in the oil markets is making it very difficult to pinpoint whether and to what extent new actors in the oil markets may be causing some of the price increases we have experienced.

I have been working for many years to tackle the high price of oil and gasoline and improve U.S. energy security. I have long been concerned about OPEC—Oil Producing and Exporting Countries—fixing the price of oil, which makes up the largest share of gasoline prices. I continue to work with my colleagues on both sides of the aisle to pass S. 879, the No Oil Producing and Exporting Cartels Act—NOPEC. NOPEC clarifies that it is unlawful under the antitrust laws for OPEC members to agree to limit the production or distribution, or to set or maintain the price, of petroleum products or natural gas.

Further, on May 7, 2008, I questioned top oil company executives on high oil

and gasoline prices at the Senate Judiciary Committee. Among other points, I asked them to justify the record profits their companies have earned while Americans pay record high prices at the pump. When I was chairman of the Senate Judiciary Committee, I held two hearings in February and March of 2006 to consider the effects of consolidation in the energy industry and whether such concentration had resulted in increased prices of gasoline, other petroleum-based fuels and natural gas. Those hearings prompted me to introduce the Oil and Gas Industry Act of 2006 to require U.S. antitrust agencies to further consider whether mergers within the oil and gas industry have violated antitrust laws and if such mergers and information sharing among companies should receive further scrutiny.

Dating back to 2002, I was the lead cosponsor of fuel savings legislation, including the Carper-Specter amendment to save 1 million barrels of oil per day by 2015 and in 2003 the Landrieu-Specter amendment to save 1 million barrels per day by 2013, which passed by a vote of 99–1. I believe the foundation we laid in the Senate helped lead to the eventual passage of the first automobile fuel efficiency standard increases since the 1970s. On December 19, 2007, the President signed the Energy Independence and Security Act which contained legislation I cosponsored to increase automobile fuel efficiency standards to 35 mpg by 2020. This increase in efficiency, and the anticipated decrease in consumption, could substantially decrease oil use and bring down prices over time.

I commend my colleagues on both sides of the aisle for their proposals to address today's unacceptable oil and gasoline price situation. However, I do not think any purely partisan exercise will ultimately prove successful. While I joined my Republican colleagues in introducing legislation today, I am convinced that we must work in a non-partisan fashion to tackle this issue of paramount importance to our constituents and the economic health of our Nation. As evidenced by the unification of the parties that occurred in December 2007 with the Energy Independence and Security Act, when the parties work together, the American people benefit. I recommend we all rise above politics and work toward constructive solutions to the energy crisis we currently face.

As we consider the Gas Price Reduction Act and other proposals, it is essential that we not act in haste, but rather consider all potential consequences. When we talk about opening new areas for domestic oil production, we must have all of the facts not just about the potential oil reserves, but also about the precise environmental impacts and the status of the advanced technologies like directional drilling that are purported to mitigate these impacts. When Congress involves itself in very complex energy markets, we

ought to be very cautious to avoid unintended consequences that could exacerbate the high and volatile prices we have seen in recent months and years.

I look forward to working with my colleagues on these difficult, but extremely important matters.

#### IDAHOANS SPEAK OUT ON HIGH ENERGY PRICES

Mr. CRAPO. Mr. President, earlier this week, I asked Idahoans to share with me how high energy prices are affecting their lives, and they responded by the hundreds. The stories, numbering over 1,000, are heartbreaking and touching. To respect their efforts, I am submitting every e-mail sent to me through [energy\\_prices@crapo.senate.gov](mailto:energy_prices@crapo.senate.gov) to the CONGRESSIONAL RECORD. This is not an issue that will be easily resolved, but it is one that deserves immediate and serious attention, and Idahoans deserve to be heard. Their stories not only detail their struggles to meet everyday expenses, but also have suggestions and recommendations as to what Congress can do now to tackle this problem and find solutions that last beyond today. I ask unanimous consent to have today's letters printed in the RECORD.

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

SENATOR CRAPO: Thank you for letting me respond to this subject. Energy prices are hitting every family hard in their pockets. With prices going up on fuel it effects every product that we buy. These energy prices are causing more inflation on America than any other number one item we have. This country is purchasing 60-70 percent of our oil from foreign sources. What we need to do is become energy independent. We need to do everything we can do to meet this goal.

To me, the way we do that is doing everything such as; renewable nuclear, solar, wind, hydro, biomass energy. But just doing renewable energy is not enough. We still need oil for lots of things, so we need to be deep drilling off shores, drilling in Alaska, using shell oil and also the use of coal. We also need new refineries to meet our future needs.

I know that all of this will take a little bit of time to accomplish but its time to get started. Please do not just think of today but way out in the future. If this country becomes energy independent it will lower our prices and help keep inflation low.

So, please, all Senators and Representatives, work together to make this country strong and energy independent.

Sincerely,

WILLIAM, Hayden.

My husband and I are riding our bicycles to work. We wish there were incentives for communities to expand their walking and biking paths. (I lived for two years in Holland 30 years ago and loved the bicycle paths that were totally separate from the motorized vehicle roads). Families there used public transportation and bicycles. I would hope that the government would encourage citizens to get back on their feet and their bikes by creating safe paths and creating communities that encourage gathering rather than urban sprawl. We will be richer and healthier.

I am also getting my name on a waiting list for a hybrid vehicle. Government should

encourage motor vehicle manufacturers to build energy efficient vehicles. (This should have been done a long time ago!!) I am sort of happy about high gasoline prices because finally everyone will put into production technology that will free us from fossil fuels. Too bad we have to be forced to do good things eh? I hope you will support legislation that helps us change rather than stay dependent on an energy source that is doomed to get more scarce and more expensive.

I also have planted a big garden, so I am not so dependent this summer on the grocery store (and the rising cost from transportation).

Thanks for working on this issue.

KARI, *Rexburg.*

SENATOR CRAPO: Within the last few days we received our bill from Idaho Power. In it was our new level pay amount for this coming year. Our usage was up only very slightly, and we had only about \$4.00 to pay to balance out our account following this past year's payments. We were about as close to "even" as you can get. Our level pay (for Idaho Power) went from \$70 to \$103. This is a nearly 50 percent increase without a corresponding increase in usage. (Again, almost no increase in usage at all.) Energy costs are affecting even electrical power.

Gas prices are, of course, rapidly increasing. Diesel prices, however, continue to rise even more. One of the reasons we purchased a pickup with a diesel engine (for about \$5,000 extra) was because of the increased fuel mileage. Yet we are being punished for choosing fuel efficiency because the diesel prices continue to run far above even premium grade gasoline. I have read many times that diesel is not the most highly refined product from a barrel of oil. Because of the high fuel prices, we cannot afford to go camping as many times this year as last year, and I know of several others who either are not camping at all or are cutting back significantly.

I was talking to a friend of mine yesterday, who for many years with his family, was a missionary in Indonesia. He simply said that in Indonesia people riot and rebel when fuel prices go up because they know that when fuel costs rise, all costs rise. Of course, I would not want to see the civil disturbances in America, but I would like to see more people (including those in Congress who apparently do not see this) understand that fuel and energy costs affect all costs. We are not facing an isolated issue of a rise at the gas station. Shipping costs (whether by truck or plane) are up. Shippers will not just "eat" those costs—they will be cumulatively passed on to people who no longer have the economic cushion to absorb it.

I am frustrated by the current Congress' position of practicing opposition to oil exploration, increased refining capacity, and any other short-term responses to an immediate situation other than blaming us for using energy and blaming oil companies for the amount of profits gained by a low percentage of profit on an extremely high volume of business. I too would like to see alternative energy sources—but those are only long-term or very long-term solutions. Reducing usage sounds nice until people realize that shutting down a portion of our economy will have a ripple effect on every other part of the economy. When fuel costs get too high, businesses will end up closing either because of their own costs or because their customers no longer have money to pay them.

Another friend of mine owns a small plumbing business. He described just last week that because of the fuel prices he is now forced to either tell one of his employees to stay home and run the routes himself (taking time away from management and

finding new accounts) or combine two plumbers into one truck instead of them each going to separate jobs during the day. This reduces the number of customers he can serve during that day, which has a ripple effect both to and through his business.

How nice it would be to have available the mass transit from the Northeastern Corridor, from The Bay Area of California, or from the Los Angeles area. For Idaho and much of the West, this is not economically feasible without massive subsidies from the federal government. The distances between towns is too great to justify running buses or building rails—there are not enough riders.

Sometimes it would be nice to make some of the people in the Congress sit in a car as it travels at the posted speed limit the "short" trip between Boise and the next city of equal or greater size (Salt Lake? Spokane? Portland?). Perhaps this all-day trip through minimally-populated areas would help them understand that fuel is vital, distances great, and practical and affordable alternative travel options non-existent.

And none of this deals with the fact that when farmers know they will lose money on a field because the costs of production will exceed the possible revenue, they will simply not plant.

CARL, *Boise.*

DEAR SENATOR CRAPO: Thank you for this opportunity to share an example of how we are dealing with high energy costs. Our family is in Pocatello, and we have a son in school at the University of Idaho. It costs \$150 even with our 30 MPG cars for the round trip to either visit him or have him visit us. There is no real alternative of getting to Moscow from here as plane fare is much more than that, and the travel time is long no matter what the method. Getting a specialized education in Idaho such as a law degree necessitates students attending universities that are long distances from home. I am sure there are other families with students in far-off places that need face to face support making long journeys a regular occurrence.

I am not an expert on energy reserves, but it has been said by people that I trust to know these things that domestic oil production has been stalled/curtailed due to strict laws and environmental concerns. America has oil reserves in Alaska, Texas, the Dakotas, and offshore that we are not using due to various regulations. I would recommend allowing this domestic production to happen as soon as possible.

Nuclear energy production is a necessity. With recent advancements, this type of energy is low-cost, safe, environmentally-friendly, and good for the domestic economy. I would request that more nuclear plants be approved for construction and use.

I appreciate your time and consideration in these matters.

JOHN, *Pocatello.*

HELLO SENATOR CRAPO: A quick little story with a huge impact. I live in a nice apartment complex and know several people who live here. I have recently talked to a couple of them, and they are having to outright move to get closer to their jobs in order to make more per hour than the cost of a round trip in their car. I myself am a 100% disabled Veteran. I have to routinely make trips to Spokane, Washington, in order to get medications to be monitored for my health problems. Recently, I have had to postpone/re-schedule trips in order to save for the trip due to the huge increase in fuel prices. People here in Sandpoint are also losing their jobs left and right due to company downsizing caused directly from rising fuel prices. What is this country coming to? I

think "many" Senators and Congressman/ladies should be reminded that they work for us, the people of this country, because if we want to we can elect them right out of office just as quickly as we elected them into office. That also goes with the President of this country. All this lip service and no action. People just expect this any more and have little faith that anyone will do anything to help this nation rather than line their pockets with dirty money or favors for selling the U.S. out in one way, shape, or form. Again, thank you for voting no regarding the increase in gas prices. Idahoans are "so" proud to be in this state. We are proud that the upper management such as yourself still believe in our Constitution and defend all amendments, not just the ones that will get you elected. This means more to us that anything I believe. Also, you carry through with your promises to Idaho State and the people of this state. You set the example for all the Senators, Congressmen, and the President to follow.

Sincerely,

MIKE, *Sandpoint.*

Unfortunately, the high prices of energy are not just hitting Idahoans at the pumps. The high gas prices have opened the floodgates for the cost of consumer products to be increased across the board. Everywhere we turn, it costs more. Any mode of travel, food, clothing, household repair (the repairman has to figure in the extra cost of gas), the cost of fertilizer and feed for our livestock. Everyone is concerned about the amount of foreclosures in the state. That will only get worse as what income Idahoans had is diminished by the additional cost of everything including gas. It will be even harder for Idahoans to pay their house payment and we may see even more foreclosures.

Mother Nature is having her way with our agriculture states with flooding, etc. That will drive the cost of food and feed even higher, and so much for ethylene. Be careful or it will be a battle between feed and ethylene. If our nation does not wise up and start producing our own food, fuel, etc. and quit building houses on our most fertile ground. The legacy we will leave ourselves and the future generations will be that we gave away or built on our future and the nation by buying and outsourcing too much to foreign countries. We will be at their mercy for our food and fuel.

My humble opinions,

MARY, *Bonnerr's Ferry.*

DEAR SENATOR CRAPO: Your vote against climate change legislation smacked of partisan politics more to please the oil companies and less to do with supporting Idahoans paying less for gas.

Regarding your request for my observations on the current situation:

I do NOT support: nuclear energy technologies (because of the catastrophic consequences when failure happens); rampant destruction of natural habitats for meager results. (i.e., Alaska. What is the sense in investing millions of dollars to drill for oil in the ANWR when estimates say it contains only enough oil to solely support U.S. consumption for 7 months?); tax breaks for oil companies making windfall profits.

I DO support: Wind and solar power; effective renewable and alternative fuels; more stringent gas mileage demands on automobile manufacturers; more research on affordable hybrids; reduction in price on hybrids; tax incentives for both building and purchasing hybrids; tax penalties for purchasing Large SUV and low gas mileage autos; incentives for conservation; penalties for price gouging on oil companies; Government support for States developing better

public transportation in smaller towns; tax incentives for oil companies that reinvest their windfall profits into more economical oil production and research and development.

On a personal note, I have been looking for a job, but because of higher gas prices, I have been forced to limit potential job interviews because of the cost of travel.

I would call that a catch 22!

VERA, *Hope*.

DEAR SENATOR CRAPO: I absolutely agree that we are in serious trouble vis-à-vis our energy situation. Here is my story:

We have not been overly impacted by the high price of gas because we deliberately choose to live less than five miles from our office and we drive a Prius. Many days we do not even need to take our car out of the garage. However, we see many families in dire straits.

What needs to happen rather than increase our foolish belief in oil by doing things like encouraging more oil drilling in the U.S., is that we need to provide support and incentives for Idaho families and all U.S. families to make wise energy choices like we have. We need to provide even greater tax incentives to those who choose hybrid or electric vehicles. We need to institute tax credits for those who buy or rent homes within walking/biking distance of their workplaces. We need to demand of federal and local governments that public transportation be provided in urban areas and that areas like rural Idaho be connected to nearby areas by fuel efficient means—for example, the electric fast trains of Europe would work beautifully in a state like Idaho—one line running from Moscow to Boise, one from Boise to Pocatello or Salt Lake and one line running from Boise to Sun Valley would make it possible to access almost all the state now accessible by car by electric train.

We need to provide tax and other incentives for energy produced by wind and solar power. We need to provide tax and other incentives to our farmers to adopt less petroleum dependent farming methods. We need to provide encouragement to individuals to eat locally produced, non-petroleum based, sustainable foods.

The only way we are going to save our national and our personal economic well-being is to get off of oil. The only way we are going to resolve the war between ourselves and the Islamic fundamentalists is to reduce our military presence in their lives and the only way we can do that is to release ourselves from our dependence on the oil under the Middle East. Once we do not need that oil, we will finally be free and we will no longer be a target.

That is my story. Our family was lucky because we made wise energy choices some time ago. We do not commute, we buy only one 10-gallon tank of gas per month, and we get as much of our food as possible from local growers. While we are feeling the aware of the pinch of gas prices and mostly food prices for items that we can't grow ourselves or get from local growers, we are not suffering as so many Americans are. We need to address the long term-issues so that more people will be in the position we are in rather than simply putting out small fires by doing things like reducing gas taxes or drilling in Alaska. It is no good to put out small fires when your whole house is in flames.

DEBORAH.

## ADDITIONAL STATEMENTS

### 100TH ANNIVERSARY OF GWINN, MICHIGAN

• Mr. LEVIN. Mr. President, small towns are at the heart of our country's history and cultural heritage. These communities, and the institutions and groups that make up these towns, are an enduring aspect of our political, economic and social structure, offering their unique and special chapters to the American story. It is in this spirit that I recognize the 100th anniversary of the founding of Gwinn, MI. This town, which is flanked by the Escanaba River in Michigan's Upper Peninsula, is an important part of America's industrial history.

Situated in the Swanzy region, this area is rich in red iron ore, which attracted companies to the region as early as the 1870's for mining. As a result of these mining efforts, Gwinn was formally founded in 1908 by William Gwinn Mather, president of the Cleveland-Cliffs Iron Company as a "model town" for its company's employees. Gwinn is one of only three "model towns" built in the Lake Superior mining region. Mather named the town in honor of his mother, and hired Warren Manning, a prominent architect from Boston, to design the layout of the town. Intended to provide for the social, physical, and cultural well-being of its residents and inspired by European and northeastern design, this thoughtfully conceived town remains a fine and relatively pristine example of a model town of that era. On June 24, 2002, the town of Gwinn was listed in the National Register of Historic Places, an important federal recognition of its historical significance.

Like many small mining towns, Gwinn has weathered some major industrial shifts in the century following its founding. Mining operations in the region began to decline between the 1920s and 1940s and were all but eliminated after World War II. In the mid 1950s, KI Sawyer Air Force Base was established in Marquette County and quickly became a major, and much needed, source of employment for the region. After the closure of Sawyer in 1995 as a result of the Base Closure and Realignment Commission process, it was successfully transformed into a hub of private enterprise. Now home to many businesses and some residential housing, the former base is a testament to the collective efforts of this region to reinvent itself after experiencing yet another significant blow to its economic base.

Gwinn's 100th anniversary is a tribute to the strength and perseverance of its citizens and of America's working families. This milestone will be celebrated through festivities spanning from July 3 to July 12. I know my colleagues in the Senate join me in recognizing the residents of Gwinn as they celebrate their town's 100th anniversary. I wish them another 100 years achievement and success.●

## TRIBUTE TO SARAH C. SNIDER

• Mr. LUGAR. Mr. President, I am pleased to have this opportunity to recognize a few of the many accomplishments of Sarah Snider, an outstanding health administrator with 15 years of experience in broadening health care access throughout rural America.

As the administrator of the Richard G. Lugar Center for Rural Health at Union Hospital in Terre Haute, IN, Ms. Snider has worked in conjunction with the hospital's Family Medicine Residency Program to increase the number of primary care physicians who seek careers in rural medicine. She has also led the center's staff in the development of strategies that have greatly increased the exposure of needed rural health training programs. While serving in this role, Ms. Snider has accumulated an impressive list of accomplishments.

For example, in 1996, Ms. Snider worked in collaboration with her colleagues to obtain needed funds for the building of the Clay City, IN, Center for Family Medicine. This clinic serves as a model training site for family physicians and functions today as a vital primary care access point for the citizens of Clay and surrounding counties. More recently, Ms. Snider worked with community leaders in Clinton, IN, to establish the Vermillion-Parke Community Health Center. Similar to the Clay City facility, this community health center will serve as a teaching and learning site for primary care clinicians and address the considerable mental, physical, and dental health needs of surrounding communities.

Ms. Snider has also applied her talents towards the development of the Landsbaum Center for Health Education in Terre Haute, IN. Dedicated in 2003, the Landsbaum Center is a state-of-the-art building that combines the prestigious teaching facilities of Union Hospital with the educational assets of Indiana State University and the Indiana University School of Medicine.

It has been a tremendous pleasure for me to witness Sarah's efforts over the years. Her leadership, dedication, and counsel have benefited many individuals. While she will be dearly missed in Terre Haute, I wish Sarah and her family all the best as they pursue new and exciting endeavors.●

## TRIBUTE TO SCOTTY COLSON

• Mr. SESSIONS. Mr. President, on Friday, June 20, 2008, Ukraine's Ambassador to the United States, Oleh Shamshur, appointed Scotty Colson, assistant to the mayor of Birmingham, AL, as an Honorary Consul of the Government of Ukraine.

This designation acknowledges in gratitude the work that the city of Birmingham and its citizens, under the leadership of Scotty Colson, have done to assist the people of Ukraine, especially in the cities of Krasnodon and Vinnytsia since 1997, and in helping to