

We keep our waste to a minimum; (garbage truck idle time while emptying barrels consumes fuel too!).

We are polite to other motorists to reduce their wait/idle time.

We turn off lights/appliances/etc. when not in use.

Reduced other expenditures to allocate more to energy where necessary.

I do not have time to continue; you get the idea. We did not get into this mess in the short term; we will not get out of it in the short term. Quit trying to politicize this; come up with an achievable long-term plan and be honest about the realities we face to the American people. But get a plan and do it soon.

JOHN, Boise.

My wife and I both have most of our extended family living in Utah. Usually we visit two times per year. This year we will not be going at all. Not only are plane flights becoming unaffordable, but the cost it would normally take to go down and back 10-12 hours is becoming unaffordable. We had planned on going to Seattle this summer to see the sights because we have never been there, but that too has been cancelled. Because gas prices are up, so are hotels, eating out and everything we purchase at the store.

What we used to get grocery shopping for \$200 now takes at least \$240-260. That adds up. We used to go out to eat more frequently, but are doing so less and less because we have to spend and have more to spend on gas to fill up. I used to let my vehicles occasionally get below a half tank, but now, I cannot afford to ever let them get below a half a tank before filling up.

My brother recently filled up his diesel truck which is only 3 years old. It cost him \$170 to fill it up. How ridiculous is that? In a nutshell, because it costs more at the pump, I travel less, eat out less, spend less on groceries, which if you times that with all the other just 50,000 other people living in my community greatly affects our economy. The owner of our Ford dealership in town recently confided that he has not sold a truck in almost a month. He is just one dealer, but imagine all the other dealers nationwide who are feeling the impact of high gas prices. It is hurting every aspect of our economy.

What we as commonplace Americans get tired of is our government leaders fighting amongst themselves so much and so often that they cannot agree on a policy to help us with this crisis. [Too many wealthy people don't have any idea of what middle class Americans face,] so the price of a gallon of gas does not really get taken into consideration because he or she does not usually fill up their own cars; they are chauffeured everywhere. Some of them have always been chauffeured everywhere and are still ignorant of what we as middleclass Americans are suffering. They live in houses and drive cars 99% of us will never be able to afford. But, the 99% of us who struggle are getting tired of politicians not legislating policy to build new refineries or freeing up some of our reserves so gas prices can come down. We know inflation exists, but this is insane!

Nine out of the ten solutions that I hear being discussed recently on the news will have no impact on the price at the pump I am paying for at least five to ten years. Not to burst your bubble, but we commonplace Americans [want leaders who will do something now, not five or ten years from now]. If a gallon of oil costs 5 cents when it pumped out of the ground and between the time it leaves Saudi Arabia and gets to the US, it escalates to over \$3 a gallon, who is ripping us off? The distributors are ripping us off, and they are the ones who need to be penalized immediately.

If you as our leaders [want] this great nation to come to a grinding halt in travel, [if] you want most of the restaurants, and movie theaters, and amusement parks, and small businesses to keep declining in their profits, go ahead and keep doing what you have been doing about escalating gas prices, nothing. But if you still have a heart left in you, you will come up with solutions that will impact what we pay at the pump—now!, not five, ten or twenty years from now when gas will be so unaffordable that only the super rich will be able to do anything!!

Please do something now!

CHRIS, Lewiston.

Yes, Senator, the increase in fuel prices affects us. We have not been able to take our family on a real vacation in years, and we certainly will not this year with the outrageous cost of gas.

Having said that, it is just as important to me to see the Idaho Delegation do something to save our wild salmon runs. I get very frustrated that these "hot" issues receive so much attention while we throw away billions on a barge and dam system that does not work. If you and the rest of the Idaho delegation continue to do nothing on this issue, your legacy will be the extinction of Columbia/Snake salmon, the runs that once were the most abundant in the world. And Idaho river towns and fishing outfitters will continue to languish economically because the runs are not healthy.

TED.

I am taking a few minutes to respond to a request from fellow Idahoans as to fuel costs. As you already know, Idaho is not a greatly populated state (and that is not a bad thing!). But, in my particular job requirements, I need to travel throughout all of southeastern Idaho to attend to cities that are in our service area. I do not have an option of commuting or staying in the office and still be able to provide the customer service to our members, as is necessary. It had cost me about \$40 to fill my car's tank with gas—now it is costing about \$52 for that same tank, (so the \$120 I was spending on fuel is now costing me about \$208 per month). That is almost a 100% increase.

DONNA, Idaho Falls.

ADDITIONAL STATEMENTS

CONGRATULATING KENTUCKY HISTORY AWARD WINNERS

• Mr. BUNNING. Mr. President, today I congratulate the winners of the 2009 Kentucky History Awards, which was held at the Thomas D. Clark Center for Kentucky History. These awards are sponsored by the Kentucky Historical Society and recognize exceptional achievements by individuals, business and civic leaders, communities, museums, and history organizations throughout the commonwealth in the field of history. Several projects and individuals that have demonstrated tremendous efforts to promote the preservation, awareness, and appreciation of state and local history were honored at this ceremony.

These awards serve as an opportunity to recognize the dedication and hard work of those who cherish Kentucky history. This year the Madison County Fiscal Court received the Government Award for their Civil War Battlefield

Preservation and Interpretation. The Larue County Herald News received the Media Award for the Lincoln Bicentennial. These two organizations have done the Commonwealth a great service by being advocates for our history.

Dr. Kenneth Carstens of Calloway County was also a recipient of one of these prestigious awards. Dr. Carstens received the Lifetime Dedication To History Award for his service. During the time leading up to this award, Dr. Carstens received numerous teaching recognition awards, chaired many significant committees on Murray State University's campus, and conducted research for the college's contract archaeology program. He has published nine books and is currently working on six more.

Mr. President, I would like to thank these people for their contributions to the State of Kentucky, and I wish them well as they continue to enhance the history of our great State.●

REMEMBERING JOSEPH SONNEMAN

• Ms. MURKOWSKI. Mr. President, I wish to remember an Alaskan who has recently passed away, Joseph Sonneman.

Joe was born in and attended school in Chicago, IL, but he spent much of his life as an Alaska resident living in our great State. Educated in government finance and an attorney, Joe worked as a budget analyst, photographer, taxi driver, heavy equipment oiler on the Alaska pipeline, postal worker, and university instructor.

Joe had a passion for public service and was active in politics his entire life. He was active in the Alaska Democratic Party, served as their treasurer, and ran for the Mayor of Juneau and participated in several U.S. House and U.S. Senate primaries. Having been born in Chicago, Joe had the pleasure of living to see Barack Obama, a Chicagoan, sworn in as President of the United States earlier this year. His political activism extended to my office as well, since Joe would periodically write to me to convey his views on the issues of the day, particularly on veterans' health care and the military.

A veteran of the Korean war, Joe served as a radar repairman in Korea between 1963 and 1966. He lived for several years at the Washington State Veterans Home near Seattle, WA, where he courageously battled ALS, or Lou Gherig's disease.

I would like to convey my condolences and God's blessings to his family, including his mother Edith and his sisters Eve, Toby and Milly.

Joe, you and your family will be in my thoughts and prayers.●

NORTHEAST KINGDOM ANNIVERSARY

• Mr. SANDERS. Mr. President, sixty years ago today, Senator George Aiken, one of the great statesmen in

the history of Vermont and indeed our entire Nation, spoke to a group of rural Vermonters in the remote and sparsely populated northeastern corner of our State. As he spoke about the rugged region of the Green Mountain State he called it "the Northeast Kingdom," a name which has lasted to this day as the way in which we in our State refer to this region. Today I celebrate the anniversary of this pristine area's unique and poetic name and to make a few observations about its land and its inhabitants.

The Northeast Kingdom is Vermont at its most strikingly beautiful. Beckoning tourists are the glacial formations of Willoughby and Crystal Lakes, the farmland and forests along the Upper Connecticut River, and the northernmost reaches of the Green Mountains along the Canadian border. Vermont is one of the most rural States in the Nation, and the Northeast Kingdom is our most rural region. While it makes up more than one-fifth of the State's total geography, it has barely 10 percent of Vermont's total population. In fact, my first home in Vermont was in the Northeast Kingdom, in the town of Stannard, a town with a population of 200.

As we look for new dawn in this time of economic difficulty, I am reminded of this fiercely independent region of which Senator Aiken spoke so eloquently 60 years ago. The Northeast Kingdom is inhabited by working Americans, solid and proud Vermonters: it is from their hardy spirit, and the spirit of people like them, that our country's strength has always come. It is my hope that not only will the rugged beauty of the forests and lakes of the Northeast Kingdom survive, but so will that strong and independent spirit that we can turn to as a catalyst for rebuilding our Nation.●

MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Mrs. Neiman, one of his secretaries.

EXECUTIVE MESSAGES REFERRED

As in executive session the Presiding Officer laid before the Senate messages from the President of the United States submitting sundry nominations and a withdrawal which were referred to the Committee on Homeland Security and Governmental Affairs.

(The nominations received today are printed at the end of the Senate proceedings.)

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-1010. A communication from the Secretary of the Treasury, transmitting, pursu-

ant to law, a six-month periodic report on the national emergency declared in Executive Order 13224 of September 23, 2001, with respect to persons who commit, threaten to commit, or support terrorism; to the Committee on Banking, Housing, and Urban Affairs.

EC-1011. A communication from the Attorney Advisor, Federal Transit Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Environmental Impact and Related Procedures" (RIN2132-AA87) received in the Office of the President of the Senate on March 29, 2009; to the Committee on Commerce, Science, and Transportation.

EC-1012. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Airbus Model A321-131 Airplanes" ((RIN2120-AA64) (Docket No. FAA-2009-0215)) received in the Office of the President of the Senate on March 23, 2009; to the Committee on Commerce, Science, and Transportation.

EC-1013. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Fokker Model F.27 Mark 050 Airplanes" ((RIN2120-AA64) (Docket No. FAA-2009-0214)) received in the Office of the President of the Senate on March 23, 2009; to the Committee on Commerce, Science, and Transportation.

EC-1014. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Viking Air Limited Model DHC-7 Airplanes" ((RIN2120-AA64) (Docket No. FAA-2008-1330)) received in the Office of the President of the Senate on March 23, 2009; to the Committee on Commerce, Science, and Transportation.

EC-1015. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Agusta S.p.A. AB139 and AW139 Helicopters" ((RIN2120-AA64) (Docket No. FAA-2009-0170)) received in the Office of the President of the Senate on March 23, 2009; to the Committee on Commerce, Science, and Transportation.

EC-1016. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Bell Helicopter Textron Inc. Model 412, 412CF, and 412EP Helicopters" ((RIN2120-AA64) (Docket No. FAA-2009-0169)) received in the Office of the President of the Senate on March 23, 2009; to the Committee on Commerce, Science, and Transportation.

EC-1017. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Eurocopter France Model EC 155B and EC155B1 Helicopters" ((RIN2120-AA64) (Docket No. FAA-2009-0195)) received in the Office of the President of the Senate on March 23, 2009; to the Committee on Commerce, Science, and Transportation.

EC-1018. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Trimble or FreeFlight Systems 2101 I/O Approach Plus Global Positioning System (GPS) Navigation Systems" ((RIN2120-AA64) (Docket No. FAA-2007-28689)) received in the Office of the President of the Senate on March 23,

2009; to the Committee on Commerce, Science, and Transportation.

EC-1019. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Airbus Model A330 Airplanes, and Model A340-200 and A340-300 Series Airplanes" ((RIN2120-AA64) (Docket No. FAA-2008-0980)) received in the Office of the President of the Senate on March 23, 2009; to the Committee on Commerce, Science, and Transportation.

EC-1020. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Cessna Aircraft Company Models 208 and 208B Airplanes" ((RIN2120-AA64) (Docket No. FAA-2008-1319)) received in the Office of the President of the Senate on March 23, 2009; to the Committee on Commerce, Science, and Transportation.

EC-1021. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Bombardier Model CL-600-2B19 (Regional Jet Series 100 & 440) Airplanes" ((RIN2120-AA64) (Docket No. FAA-2008-1318)) received in the Office of the President of the Senate on March 23, 2009; to the Committee on Commerce, Science, and Transportation.

EC-1022. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Boeing Model 737-300, -400, and -500 Series Airplanes" ((RIN2120-AA64) (Docket No. FAA-2008-0671)) received in the Office of the President of the Senate on March 23, 2009; to the Committee on Commerce, Science, and Transportation.

EC-1023. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Change of Using Agency for Restricted Area 6320; Matagorda, TX" ((RIN2120-AA66) (Docket No. FAA-2009-0108)) received in the Office of the President of the Senate on March 23, 2009; to the Committee on Commerce, Science, and Transportation.

EC-1024. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Boeing Model 777-200 and -300 Series Airplanes Equipped with Rolls-Royce Model RB211-TRENT 800 Series Engines" ((RIN2120-AA64) (Docket No. FAA-2009-0199)) received in the Office of the President of the Senate on March 23, 2009; to the Committee on Commerce, Science, and Transportation.

EC-1025. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments" ((Docket No. 30654) (Amendment No. 3310)) received in the Office of the President of the Senate on March 23, 2009; to the Committee on Commerce, Science, and Transportation.

EC-1026. A communication from the Program Analyst, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments" ((Docket No. 30655) (Amendment No. 3311)) received in the Office of the