

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