

projects to help them meet that goal, they would receive funding to build those projects. Eligible projects are anything that is proven to reduce greenhouse gas emissions, including transit, freight or passenger rail, sidewalks and bike lanes, carpools and vanpools, intelligent transportation systems, congestion pricing measures and coordination of development and transportation plans.

Ten percent of auction proceeds might sound like a lot. But as I mentioned before, the transportation sector is 30 percent of the problem and growing faster than any other sector. In addition, these projects that would reduce greenhouse gas emissions will save Americans money and create jobs.

The American Public Transit Association recently found that people who use transit regularly save \$1,800 a year in transportation costs. The Surface Transportation Policy Project has found that those who live in areas with access to public transportation incur significantly lower costs than those who do not. This is incredibly important in a weak economy or when gas prices are high. Most people do not realize that transportation is the second highest expense in most American households—more than health care. For some, transportation costs are even higher than their mortgage or rent.

Last spring and summer, when gas prices went to \$4 a gallon across the country, Americans sought ways to save money by driving less. Many of them found that their transportation options were quite limited. Their neighborhoods had no sidewalks and there was little or no transit service. Those who had options, exercised them. But those who didn't either had to pay the price of gas and skimp elsewhere or reduce their quality of life. This is unacceptable.

We fund our transportation system through a gas tax, which is to say that we pay for roads and transit by burning gasoline. When people drive less, our transportation budgets dry up. So states and localities that seek to reduce oil use, lower greenhouse emissions and save their constituents money, get their budgets cut. CLEAN TEA reverses that by sending money to states and localities based on how much they reduce emissions.

As we develop a climate change bill, we must consider how every sector of the economy can play a part in lowering greenhouse gas emissions. When it comes to the transportation system, we—right here in Congress—have a lot to say about how that system is developed, how efficient it is and how polluting it is. We should make sure that, as we tell American businesses to get their houses in order, we clean up our act as well.

Through CLEAN TEA, we have the chance to make progress addressing many problems at once—finding additional funding for transportation infrastructure, building money-saving

transportation alternatives and lowering greenhouse gas emissions from the transportation sector.

Mr. SPECTER. Mr. President, I have sought recognition to comment on my cosponsorship of the Clean, Low-Emission, Affordable, New Transportation Efficiency Act, CLEAN TEA.

This bill, which I introduced along with Senator CARPER, would establish a fund for transportation initiatives designed to reduce greenhouse gas emissions. The fund would be supported by 10 percent of the proceeds of any future cap-and-trade system established by Congress to address the issue of climate change. The funding could be used by States and local planning organizations for the development of projects such as rail, transit, transit-oriented land use and other initiatives designed to reduce emissions from the transportation sector. It is important to note, however, that the bill is not focused solely on providing alternatives to auto use. Highway operational improvements such as demand management programs and intelligent transportation systems would also be eligible if they reduce emissions by utilizing highway capacity in a more efficient manner.

These are important steps in lowering our Nation's greenhouse gas emissions, reducing our dependence on foreign oil and promoting transportation mobility. Since transportation accounts for one-third of greenhouse gas emissions, it stands to reason that revenue generated from a cap-and-trade system should be devoted to creating a more sustainable transportation future.

WOMEN'S HISTORY MONTH

Mr. FEINGOLD. Mr. President, I am proud to help celebrate Women's History Month today. This is a time to celebrate the contributions of women throughout our history and to recognize the work of so many to secure women's rights and fulfill our Nation's promise of equal justice under the law.

My own State can be proud that so many Wisconsin women have made critical contributions to the movement for women's suffrage, to education, and to countless other areas of American life. Wisconsin achieved extraordinary things to pave the way for suffrage and social progress for generations to come. According to the Wisconsin Historical Society, in 1919 Wisconsin was the first State to ratify the 19th amendment to grant women the right to vote. Sixty years before that historic moment, one of the great leaders of the suffrage movement, Carrie Chapman Catt, was born in Ripon, WI. Catt's lifelong effort to pass the 19th amendment, especially her leadership of the National American Woman Suffrage Association, was vital to the Amendment's ultimate success. And Catt didn't stop there. Once the amendment was ratified, she founded the League of Women Voters to continue

and build on the momentum for change that the women's suffrage movement created. Catt's lifetime of persistence and dedication—as a leader for change and, earlier in her life, as the only woman in her graduating class at Iowa Agricultural College and Model Farm—reminds us how hard women throughout our history have worked to secure our rights and freedoms.

We also remember the amazing Wisconsin women who have enriched their local communities, including Margaret Schurz. Schurz started the first kindergarten in the Nation in Watertown, WI, in 1856. Her efforts led to the implementation of kindergarten and early-education programs throughout the United States. Her legacy is a great example of the impact Wisconsin women have had in bringing about progressive change in education and many other areas.

This month we also know that we must continue to advocate for fundamental fairness and equality for women. The enactment of the Lily Ledbetter Fair Pay Act of 2009 to help ensure protection from pay discrimination represents another step forward, but there remains a long road ahead of us. In addition to passing the Fair Pay Act, Congress needs to do more to ensure all of America's citizens receive equal pay for equal work. Wage discrimination costs families thousands of dollars each year. This is hard-earned money that working women simply cannot afford to lose. I am a proud cosponsor of the Paycheck Fairness Act introduced earlier this year. This legislation strengthens penalties for employers who violate the Equal Pay Act and requires the Department of Labor to provide training to employers to help eliminate pay disparities.

I applaud President Obama's announcement that he will convene a White House Council on Women and Girls to ensure that the Federal Government is coordinated in its response to the challenges facing women and girls in our country. As we commemorate Women's History Month, we must continue to honor the tremendous contributions women have made, and renew our commitment to advancing the rights of women everywhere.

REAL STIMULUS ACT

Mr. INHOFE. Mr. President, I have cosponsored Senator VITTER's legislation, The REAL, Resources from Energy for America's Liberty, Stimulus Act of 2009. It is crucial that this Nation realize the need to develop our oil and natural gas resources from the Outer Continental Shelf and ANWR, enact the kind of responsible streamlining of government to not hinder that development, and provide important regulatory relief.

I have consistently highlighted the amounts of U.S. reserves, and I think it is important to continue to point out the amount of reserves in the United States. The OCS holds 14 billion barrels