

the growing crisis of child abduction and sexual exploitation. Working in those foster homes, John saw the problem firsthand and saw what local police and social services were not seeing. He saw that information between social service workers and law enforcement was not being shared as it should have been. He realized a lot more could be done.

So John, along with a friend and fellow social worker, Kerry Rice, approached Ernie Allen, who at the time was the director of the Louisville-Jefferson County Crime Commission. Ernie is now known as the director and CEO of the National Center for Missing and Exploited Children, which he helped build alongside John. But way back then, the issue of missing and exploited children had yet to receive the national focus it deserved.

It was John who proposed to Ernie that the county create a special unit bridging the traditional barriers between social services and law enforcement to try to combat this serious problem. They came to me—as the CEO of the county—with this idea, and together we created what I believe to be the first police-social services team in the Nation dedicated to working child abduction and sexual exploitation cases. Eventually, we created Jefferson County's first exploited and missing child unit, with John as its manager. Under John's leadership, almost immediately the unit began to solve cases, rescue victims, and put some very good news on the front pages.

John became famous nationwide as a leading expert on missing and exploited child cases. In 1980, the U.S. Department of Justice asked me to send John and Ernie to Atlanta to consult on a grisly child murder case. John is now so recognized as a leader in this field that he has provided expert testimony to Congress seven times on child abduction cases and has instructed for the FBI Law Enforcement Satellite Training Network. John has provided consultation at nearly 1,000 hospitals and for over 62,000 personnel in America, Canada, and the United Kingdom on the abduction of newborns in hospitals. He is the author of the book "For Healthcare Professionals: Guidelines on Prevention of and Response to Infant Abductions." Thanks in large measure to his efforts, what was once a recurring problem is now all but eliminated.

John has been recognized by the FBI as 1 of only 27 investigators nationwide with the highest expertise in the investigation of cases concerning missing and exploited children. He has appeared on television shows such as "20/20," "Primetime," "Good Morning America," "Larry King Live," and, of course, "America's Most Wanted" with his friend and my friend, John Walsh.

In 1984, John signed the lease for office space for the National Center for Missing and Exploited Children right here in Washington. He began working as that organization's executive vice

president and chief operating officer. It is a post he has held ever since. As the National Center's executive vice president and COO, John manages a staff of 350 and a budget of \$42 million a year. He is the hub of the wheel for all inter-agency communication between the center, the Justice Department, the State Department, the Secret Service, the FBI, the Department of Homeland Security, as well as State governments.

When I say John Rabun has a great passion and drive on this issue that has animated his entire career, I mean it. He is absolutely dedicated to rescuing children who would otherwise fall through the cracks.

Back when he was running the Jefferson County Crime Unit, John led the effort to successfully identify and prosecute the pastor of a major local church for sexually abusing over one dozen children in his congregation. After this pastor's conviction, the judge shockingly sentenced him merely to probation with a community service requirement. John leapt from the prosecutor's table and cried: "Your Honor, will you at least stipulate that this community service not be with children?" The judge held John in contempt of court. Luckily, the prosecutor quickly scurried John out through a side door before he could be taken into custody and after a few days the heat died down. But this story goes to illustrate how John will stop at literally nothing to see justice is done for those who are weakest among us, our children.

John's lifetime of service to children has directly led to the rescue of over 80,000 kids. Let me share with my colleagues just one success story. About 1 year ago, a Los Angeles police detective contacted the National Center for Missing and Exploited Children for information on a 10-year-old boy who had been missing for many years. In 2004, the child's parents separated, and although the mother received custody, her son was abducted from their home. A search began for the boy and his father, which continued for 7 years. Law enforcement had no leads on the child's whereabouts, suspecting the father may have abducted him back to his native country of Guatemala. Upon receiving the call from that Los Angeles detective, the National Center's case management team began coordinating the center's resources with the child's mother and detectives in the Los Angeles Police Department. A missing child poster was created and disseminated around California, and detectives were provided with detailed public database searches throughout the National Center's case analysis division.

Just a little over 1 month ago, the center received a lead from a school official who believed he had recognized the boy as a fifth grader at a Los Angeles elementary school. This official had searched the center's Web site, saw the missing child's poster, and contacted the center's 24-hour hot line. The cen-

ter passed this lead along to police, and I am pleased to say that on January 31 of this year, 8 years after his abduction, this boy was reunited with his mother, and his father was arrested.

Imagine that mother's relief and then multiply that feeling by literally thousands. Only then can we begin to appreciate the immense service John Rabun has done for his country. So that is why we are all going to miss John so much. No one can say he could have done more; however, neither could anyone say his retirement is not extremely well deserved. I am sure he is looking forward to being able to spend more time with his lovely wife Betsy, a retired schoolteacher, and their two children and five grandchildren.

A national movement on behalf of America's most precious resource, our children, was launched because one social worker in Louisville, KY, saw that too many children were at risk and not enough was being done. If every family impacted by the National Center for Missing and Exploited Children's work could thank John Rabun personally, it might take another 28 years, and he would never get to retire. But on behalf of a grateful and safer America, I hope the recognition of this Senate and the thanks and friendship of this Senator will suffice instead. So thank you very much, John Rabun.

I yield the floor.

RESERVATION OF LEADER TIME

The ACTING PRESIDENT pro tempore. Under the previous order, the leadership time is reserved.

MORNING BUSINESS

The ACTING PRESIDENT pro tempore. Under the previous order, there will now be a period of morning business for 1 hour, with Senators permitted to speak therein for 10 minutes each, with the time equally divided and controlled between the two leaders or their designees, with the Republicans controlling the first half and the majority controlling the final half.

The Senator from Tennessee.

SURFACE TRANSPORTATION ACT

Mr. CORKER. Madam President, I rise to speak regarding the highway bill. We each come into work daily with different thoughts. I come in today very hopeful. The fact is we have a bipartisan bill that hopefully will actually have the finance component of it on the floor soon. We have had it worked through the various committees of the Senate—the Banking Committee, the Commerce Committee, the EPW Committee. I think what this body is waiting for right now is the Finance Committee package, and I know they are continuing to work on that package. The reason I come down here, in a very hopeful way, is I think all of us support the highway bill. We want

to see a bill such as this passed. But I think we also want to see it passed in an appropriate way, and some of the earlier renditions that have come out of the Finance Committee, unfortunately, have not paid for this bill. It is my sense that maybe what is happening right now is that there is some work being done to try to make that not the case.

I know the Senator from New York is familiar with the health care debate we had years ago, and one of the issues many of the folks on this side of the aisle were concerned about—and I think many folks on the other side of the aisle were concerned about—was some of the gimmickry used to pay for it. We had 6 years' worth of spending and 10 years' worth of revenues. Obviously, people around the country—rightfully so—were concerned about that. What we have at present with this highway bill is something that is even worse than that. We have 2 years' worth of spending and 10 years' worth of revenues to pay for it. Everybody in this body knows there is no family in New York and no family in Tennessee who could possibly survive under that scenario.

I had an op-ed published this morning in the Washington Post talking about the fact that we have had so many bipartisan efforts here to try to deal with deficit reduction. We had the Bowles-Simpson report that came out; we had 64 Senators—32 on each side of the aisle—who wrote a letter to the President to encourage him to embrace deficit reduction and progrowth tax reform. We had another group of colleagues who became involved in something called Go BIG, and the whole focus was to deal with the fiscal issues of this country.

I come in somewhat hopeful this morning, but what I fear is happening is because this highway bill is so popular that Members on both sides of the aisle are willing to kick the can down the road in an area where we could—in a bipartisan way—address deficit reduction and get the highway bill on a spend-as-you-go basis, meaning that we pay for it as we go—instead of doing that, because this is an election year and this is a popular bill, both parties—instead of leading on deficit reduction—are going to cave in and basically kick the can down the road because this is “a popular bill.” To me, that is not what the American people sent us to do.

So we have this opportunity to pay for it. I don't know whether we are going to get where we need to go. As a matter of fact, even though I am hopeful we are going to make progress on this issue, I don't think we are going to quite get there. I sense in this body a desire to kick the can down the road, to turn our head, to not live up to our responsibilities as it relates to this bill.

So I am going to offer two amendments. One amendment would say: Look, we have a highway trust fund.

We have had the transfer of \$34 billion or \$35 billion into it from the general fund since 2008. We have a trust fund. We ought to either spend the money that comes into it accordingly and reduce the amount of spending on highways or what we should do is lower discretionary spending someplace else.

Again, we have not seen the final bill because another negotiation is taking place. It appears to me, in order to live up to our responsibilities to the American people, that what we would have to do is cut about \$11 billion or \$12 billion out of the discretionary caps we agreed to as part of the Budget Control Act to make this appropriate. I will offer an amendment once we see what the final package is that does just that.

In other words, if we all think highways and transit bills are important—and by the way, I do. I used to be the mayor of a city. I know that infrastructure is very important to our economic growth in this country. But if we believe spending on highways and transit is important and it is a priority, then what we need to do is lower discretionary caps and lower spending in another area. For us to do anything short of that would be making a mockery of the American people and certainly making a mockery of the arrangement that was created through the Budget Control Act. So I am certainly hopeful this amendment will pass if we continue on this course. I can't imagine that in a bipartisan way both sides would show the irresponsibility that has led to today anyway. I am still hopeful that by the time we pass this highway bill, we will have come together and acted responsibly and actually paid for this. But I think the American people understand that passing a bill that spends money over 2 years and tries to recoup it over a 10-year period is a highway to insolvency.

So I am committed more than ever to us living up to our responsibilities to the American people. I believe there is something brewing in this body that says we have to live up to these responsibilities. I think the best place for us to start is on this highway bill.

I will close with this. I know the Senator from Utah wishes to speak for a few moments also. A lot of people are saying: Senator CORKER, this is such a small amount of money; and, gosh, this is such a popular bill—everybody likes it. Can't we just turn our heads on this issue and kick the can down the road and do something we know fiscally is totally irresponsible because all of us like highways?

My response is, look, if we cannot deal with the highway bill that, by the way, is just simple math—this isn't something such as Medicare reform or something else where we have all kinds of moving parts that are very difficult to deal with—the highway bill is just simple math. If we don't have the ability in this body to deal with just addition and subtraction, there is no way the American people are going to trust us with things such as Medicare reform

and Social Security reform and making sure those programs are solvent down the road for seniors who depend upon them.

So what I would say to this body is we have a great opportunity this week and next week to show the American people we are serious about getting this country on a solid footing. There is no better place to do that than on a popular bill. In other words, if we have to make priorities, if we have to make choices, if we have to cut spending in other places to make 2 years' worth of payouts equal 2 years worth of income, there is no place better to do it than on the highway bill. I urge this body to stand tall, to meet its responsibilities, and only pass this bill if it is paid for over the same amount of time that it is extended. So that means all the money that goes out is paid for over the next 2 years. I will be offering amendments to do that if the Finance Committee does not in and of itself.

I thank my colleagues for listening, and I yield the floor.

The ACTING PRESIDENT pro tempore. The Senator from Utah.

GAS PRICES

Mr. LEE. Madam President, the American people need help because they are suffering at the gas pump. With the national average price for gasoline up at around \$3.75 per gallon, representing an increase of about 40 cents from a year ago and about 20 cents from just 1 month ago, citizens are suffering and they need relief.

It is important to point out in this context that when President Obama took office, gas prices were at about \$1.85 per gallon. Now that they are up to about \$3.75 per gallon we can see a steady increase. Over this 38-month period of time of his Presidency so far, gasoline prices have risen an average of about 5 cents per gallon per month. This is staggering when we think about the fact that if he is reelected—if he serves out the rest of this term and if he is reelected—that is a total of an additional 58 months. With that increase, gas prices will be up at around \$6.60 per gallon.

This is a lot of money. It is staggering. It affects everything we do—from the miles we drive to the products we buy at the grocery store. Everything gets more expensive when the fuel we use to transport ourselves and our products becomes more expensive.

Now, to some extent, one could suggest this was not only foreseeable, but it was actually foreseen. To some, it was considered a desired outcome. Let's consider, for example, that in 2008, Dr. Steven Chu, who now serves as President Obama's Energy Secretary, said:

Somehow we have to figure out how to boost the price of gasoline to the levels in Europe.

Well, Mr. Chu, it looks as though we are headed in that direction, and if we