

year until this Congress has met its responsibilities.

BORDER ENFORCEMENT

The SPEAKER pro tempore. The Chair recognizes the gentleman from Alabama (Mr. BROOKS) for 5 minutes.

Mr. BROOKS of Alabama. Mr. Speaker, sometimes the gap between political hype and reality is so great it demands a rebuttal. The Obama administration's border security hype is a case in point.

In February 2013, Homeland Security Secretary Janet Napolitano proclaimed, "the border is secure." Rarely has the gap between hype and reality been so great.

Similarly, my Democrat friends and their media allies repeatedly boast about Obama's border security prowess. For example, PBS recently ran a fluff piece boasting:

In one term, the Obama administration has deported roughly 80 percent the number of immigrants the George W. Bush administration deported in two.

PBS failed to mention that deportations are only half the border enforcement picture. The other half is "catch and returns," whereby Border Patrol catches illegal aliens at the border and promptly escorts them back without the time-consuming and costly deportation process.

So, how does the Obama administration stack up if the full picture is examined?

According to Homeland Security data, in 2012, President Obama's catch and return record was way below average, with Border Patrol catching and immediately returning 230,000 illegal aliens. In contrast, in 2008, the Bush administration caught and immediately returned 811,000 illegal aliens, almost four times more than Obama in 2012. Similarly, in 1993, the Clinton administration caught and immediately returned 1.2 million illegal aliens, more than five times than Obama in 2012.

Why are Obama's catch and return numbers so bad?

A Border Patrol agent told me on Capitol Hill that Obama pushes catch and return illegal aliens into the much slower and far costlier deportation process to inflate Obama's deportation numbers to artificially make Obama's border security record look better.

The best indicator of a President's border enforcement record is the whole picture: deportations plus catch and returns. In 2012, the Obama administration deported or caught and returned 649,000 illegal aliens. In contrast, in 2008, the Bush administration deported or caught and returned 1.2 million illegal aliens, 80 percent more than President Obama in 2012. Similarly, in 1993, the Clinton administration deported or caught and returned 1.3 million illegal aliens, 98 percent more than the Obama administration in 2012.

According to Department of Homeland Security data, and contrary to what my Democrat friends and their

media allies would have the public believe, Obama's border security enforcement record is the worst in more than two decades.

But there is more. President Obama repeatedly promises amnesty to illegal aliens. As 1986's failed amnesty experiment proves, amnesty begets more illegal immigration. Mr. Speaker, amnesty promises must stop because they make things worse, not better.

Further, this administration must stop paying foreigners to illegally cross our borders. This is a no-brainer. America cannot give free food, free clothing, free shelter, free health care, free transportation, and billions of dollars a year in fraudulent tax returns and refunds to illegal aliens and then wonder why we have an illegal alien crisis.

These failings contribute to America's poorest borders and produce millions of illegal aliens competing for American jobs, thereby creating income inequality via wage suppression and lost job opportunities for American citizens.

Mr. Speaker, to solve the immigration problem, America must vigorously enforce immigration laws, stop promising illegal aliens amnesty, and stop giving illegal aliens stuff paid for with tax dollars forcefully taken from struggling American families. If America will be smart and do these things, there will be no immigration crisis, there won't be illegal aliens competing with Americans for jobs, and American families can better participate in the American Dream.

HIGHWAY TRUST FUND

The SPEAKER pro tempore. The Chair recognizes the gentleman from Virginia (Mr. CONNOLLY) for 5 minutes.

Mr. CONNOLLY. Mr. Speaker, I intend to talk about transportation, but I must say to my friend who just spoke, there is a more humane and enlightened approach to comprehensive immigration reform that would address the issues he says he is concerned about. Railing against people because of their status when there are 11 million people who are here without documentation, a problem that hardly initiated with this administration, I don't think is helpful. It may rile up one's base, but it doesn't solve problems; and it is not the best of America, especially as we celebrate our Independence Day.

The urgency for Congress, Mr. Speaker, to address the shortfall in the highway trust fund grows with every passing day. Road and, eventually, mass transit improvements in every State are at risk of grinding to a halt in a matter of weeks in the heart of the summer construction time. Secretary Foxx notified all States last week that their Federal funding will drop by an average of 28 percent starting next month.

In my home State of Virginia, nearly every mode of transportation will be negatively affected. More than half of

next year's road and transit projects were supposed to be funded with Federal dollars. If we don't replenish the trust fund, just in Virginia alone, 149 bridge replacements will be put on hold, 175 aging buses and train cars will not be replaced, 44 smaller transit systems will not be able to maintain service, and 350 transportation projects will grind to a halt.

When I hear my friends on the other side of the aisle say, "No, no, we are concerned about jobs," well, 43,000 jobs in Virginia alone will be lost if we do not replenish the trust fund.

In addition, many States have advanced projects based solely on the Federal Government's participation, including private activity bonds used to finance such projects. If that money dries up, States would have to put projects on hold or redirect other precious State resources to cover the debt service or risk default.

I was relieved when my House Republican friends backed away from their reckless proposal to hold the highway trust fund hostage unless their demands were met to eliminate Saturday mail delivery service by the Postal Service. Set aside for a moment that paying for an on-budget transfer into the trust fund with off-budget cuts to the Postal Service violates both PAYGO and CutGo budget rules here in the House, that fundamentally flawed, nongermane proposal would have undermined a trillion-dollar American mailing industry that supports more than 8 million jobs and represents 7 percent of our GDP. There is simply no nexus between funding transportation and the Postal Service, despite the efforts of Republican leadership to suggest otherwise.

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While the focus now has shifted to finding a short-term funding fix, I would argue that simply patching it over will not help our State DOTs, which need much more certainty as they do long-range planning. Transportation is not a short-term proposition. It is long-term planning and long-term investment streams that are needed.

The Federal Government historically has been a key partner in funding our Nation's infrastructure, but that level of investment has eroded over time. Just look at the recent Transportation Appropriations bill. It provides less funding for highway and transit construction than last year, and far less than the administration proposed for a 21st century transportation system in America. Public spending on infrastructure as a share of GDP now is half what it was in the sixties and seventies. No great country can walk away from infrastructure investment and stay great.

I commend Senators MURPHY and CORKER for tabling a bipartisan proposal to increase the gas tax by 12 cents over 2 years and then index it to inflation. It has been more than 20 years since the Federal gas tax was

last adjusted, and those dollars have lost 40 percent of their value in that time period. I know some of my colleagues will cringe at such a proposal, but funding for transportation is not going to miraculously fall from the sky.

Many of us have supported efforts to advance innovative financing solutions but, at the end of the day, what we really need is more funding. The 495 Express Lanes here in the Nation's capital, built under a public-private partnership in my district, are considered a model for innovation. But 4 out of 5 dollars used to fund that project were Federal dollars in some fashion, whether it was Federal trust fund dollars, a federally subsidized loan, or the sale of bonds that receive a federally preferred tax deduction.

Again, looking at Virginia, last year, the Virginia General Assembly, with a Republican house of delegates, a Democratic senate, and a Republican Governor, came together for the first time in over 27 years and actually funded transportation long term, which was a multibillion-dollar effort. If the Virginia General Assembly can do it on a bipartisan basis, so can we.

PASSAGE OF WORKFORCE TRAINING PACKAGE

The SPEAKER pro tempore. The Chair recognizes the gentleman from Pennsylvania (Mr. THOMPSON) for 5 minutes.

Mr. THOMPSON of Pennsylvania. Mr. Speaker, we must achieve stronger economic growth, and we must train and educate Americans to succeed in a modern economy.

Last year, the House advanced the Supporting Knowledge and Investing in Lifelong Skills, or SKILLS, Act, another House-passed jobs bill which reforms our Federal workforce development programs and will help Americans acquire the skills, education, and training that they need to climb the ladder of opportunity.

Despite Senate Leader REID's opposition to acting on any of the more than 40 House-passed jobs bills, we recently saw light at the end of the tunnel when movement began on a compromise package of Federal job training reforms. In late May, congressional leaders announced a bipartisan agreement on this package, which passed the Senate in June, and will be considered by the House today.

As a member of the House Education Committee's Higher Education and Workforce Training Subcommittee, I am proud to have worked to help advance these commonsense reforms. I also want to thank my friend and colleague, subcommittee Chairwoman VIRGINIA FOXX, for her tireless work on this legislation.

Job training is the best strategy and solution for opportunity and access to jobs. America's competitiveness depends on a qualified and trained workforce.

REMEMBERING WILLIAM R. RAUP

Mr. THOMPSON of Pennsylvania. Mr. Speaker, I rise today to remember William R. Raup.

As we walk our way through life, many times we meet individuals who have an impact on our lives in significant ways. Bill Raup was such a person. He was a 1947 graduate of Sunbury High School and a 1951 graduate of Bucknell University in Lewisburg, Pennsylvania.

Bill was an Eagle Scout, and, following college, he worked as a Boy Scout executive in various locations, including the Juniata Valley Council that serves the Pennsylvania counties of Centre, Huntingdon, Mifflin, and Juniata. It was in this capacity that our paths crossed on the scouting trail in the 1970s.

When I was a Scout growing up in the Juniata Valley Boy Scout Council, Bill was the council executive. As I advanced into youth leadership positions in the Council, I had the good fortune to work with Bill. His commitment and love for scouting was evident and continuous for more than 70 years.

After ending his professional service with the Boy Scouts, he and his wife Ruth owned and operated the Awards Centre in State College and Recognition Engraving in Lewistown. He attended First United Methodist Church in Lewistown and was a member and past president of the Rotary Club of Lewistown.

Bill lost a battle with Alzheimer's on June 10, after a lifetime of service to others. He is survived by his wife, Ruth; a daughter, Kristin; and his son, Jeffrey.

Happy trails, and well done, Scouter.

USDA SUMMER FOOD SERVICE PROGRAM

The SPEAKER pro tempore. The Chair recognizes the gentleman from Massachusetts (Mr. MCGOVERN) for 5 minutes.

Mr. MCGOVERN. Mr. Speaker, I am here this morning to talk about good government. I am also here to talk about a program that everybody in this Chamber should be proud of; indeed, every American should be proud of. It is the USDA Summer Food Service Program. This is a program, to put it very simply, that attempts to make sure that no child in this country goes hungry during the summer months.

For a lot of kids, Mr. Speaker, who receive free or reduced breakfasts or lunches, hunger doesn't magically go away during the summer months. This program is important on a number of levels, but it is important for my colleagues to understand that hunger and food insecurity in this country is also a health issue.

Kids who don't have enough to eat, who miss meals on a regular basis, who don't have access to nutritious food, are more likely to get sick. Kids who don't have access to good, nutritious foods are not able to learn in school.

Too often, kids who are struggling and in poverty end up filling their stomachs by relying on junk food because that is the cheapest food that is available in so many communities across this country.

The summer feeding program that USDA champions tries to change that. It tries to make sure that kids not only have good access to nutritious food during the school year, but also during the summer months.

I had the great privilege on Monday to tour through my congressional district in Massachusetts and visit a number of these summer feeding sites. I was joined by local leaders, leaders in USDA, and representatives from a number of NGOs. We also had the Secretary of Health and Human Services of Massachusetts, John Polanowicz, join us as we went through various sites throughout Massachusetts.

We began at a YMCA in Greenfield. We had an event at the Pavilion at Silver Lake in Athol. We then went to the Spanish American Center in Leominster. We ended up at the Worcester Public Library in Worcester, Massachusetts.

What we have learned is that it is important to make sure that these feeding programs are where kids are at. We have a program at the library in Worcester because kids come to the library during the summer months to read and partake of a lot of the activities in the library. We were in Greenfield at the YMCA because a lot of kids go to the YMCA. This program only works if the eligible kids can take advantage of it.

While this has been very successful for those kids who have been able to take advantage of this program, nationwide, on average, only about 18 percent of the kids who are eligible for free or reduced breakfasts and lunches during the school year actually take advantage of this program.

Part of the challenge in the past has been that it has been difficult for families to be able to get their kids to the sites where food is given out. In Massachusetts, community leaders are working with USDA to make sure that they give out food at sites where kids are.

In Massachusetts, we have seen the enrollment rate for the summer feeding programs actually increase. We are told, Mr. Speaker, that nationwide enrollment in this program has increased. But the fact of the matter is that still one child in seven who needs food in the summer isn't getting it. That means a whole bunch of kids aren't getting it.

I would urge my colleagues to do what I did on Monday and go throughout your district to remind people that this program exists and to make sure that people understand how they can take advantage of this.

I would urge those who are listening to go to USDA's Web site and learn more about this program. The Web site is usda.gov. Then look under the Summer Food Service Program. Learn