

The REDEEM Act also enhances Federal juvenile record confidentiality provisions and provides for automatic expungement of records for kids who commit nonviolent crimes before they turn 15 and automatic sealing of records for those who commit nonviolent crimes after they turn 15.

It will also ban the very cruel and counterproductive practice of juvenile solitary confinement that can have immediate and long-term detrimental effects on youth detainee mental and physical health. In fact, the majority of suicides by juveniles in prisons happens by young people who are in solitary confinement. Other nations even consider it torture.

For adults, this legislation offers the first broad-based Federal path to the sealing of criminal records. A person who commits a nonviolent crime will be able to petition a court and make his or her case.

Furthermore, employers requesting a background check from the Federal Bureau of Investigation will be provided with only relevant and accurate information thanks to a provision that will protect job applicants by improving the quality of the Bureau's background check.

Think about this: 17 million background checks were done by the FBI last year, many of them for private providers, and upward of half of them were inaccurate or incomplete, often causing people to lose a job, miss an economic opportunity, and be trapped with few options to address the basic economic security that could lead someone to reoffend in order to feed a child. The REDEEM Act lifts a ban on receiving Supplemental Nutritional Assistance Program, or SNAP, benefits. These benefits were conceived in a way that should empower people when they have to leave, and those convicted of drug use or possession having paid their dues now have a path to the reinstatement of those benefits so that they can get their lives together so they can be empowered and successful.

Taken together, these measures will help keep kids who get in trouble out of a lifetime of crime and help adults who commit nonviolent crimes become more self-reliant and less likely to reoffend.

The time to act is now. We cannot afford to let our criminal justice system continue to grow at the rate that it is. We cannot afford to sap billions of taxpayer dollars from a broken system that is locking people up and then doing nothing to empower them to succeed. We are wasting human potential and human productivity. We are hurting our economy, and by trapping people without options, we often end up making our communities less safe.

We have seen how other individual States are doing things to address this issue and are actually lowering recidivism and lowering their prison population and on top of it lowering actual crime in their States. It is time that the Federal Government act to do the same.

I urge my colleagues to support the REDEEM Act so we can make our communities safer and stronger and truly be a nation that savors and values freedom and empowers its citizens to live productive, strong lives of contribution.

Mr. President, I yield the floor, and I note the absence of a quorum.

The ACTING PRESIDENT pro tempore. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

The ACTING PRESIDENT pro tempore. The Republican whip is recognized.

Mr. CORNYN. Mr. President, I would ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

SPRING, TEXAS

Mr. CORNYN. Mr. President, before I begin my prepared remarks today I want to offer my sympathy to the community of Spring, TX. Last night in this quiet suburban area north of Houston they experienced the horrific murders of six people. It is reported that four of these people who were killed were young people. As we move forward in the days and weeks ahead I hope we will keep these victims and the community in our thoughts and prayers.

BORDER CRISIS

Mr. CORNYN. Shifting to a different part of my State where they are experiencing another type of crisis, every day this week I have come to the floor and spoken on President Obama's refusal to travel to the southern border of Texas where a humanitarian crisis continues to unfold. Those aren't just my words; those are the President's words—a humanitarian crisis.

As I have said before, the President has been in Dallas; he has been in Austin, where he spent the night last night; and he is there this morning speaking, reportedly, on the economy. Why he persists in his refusal to travel to the border really is beyond my imagination. I just don't understand it. The fact that the President has himself described it as a humanitarian crisis makes this even more strange.

People can infer whatever they want to about his potential motivations. I don't know whether it means he doesn't really understand it, whether his handlers have kept him in the bubble so much that simply the facts are not getting through to him or whether he is surrounded by political advisers who say: This is going to be a political liability for you, Mr. President. Don't travel there. If you show up and have your picture taken with these children who are traveling by the tens of thousands unaccompanied from Central America to Mexico, you will own the problem. I don't know whether that is the advice he is getting. Surely it cannot be that he doesn't care.

But I will tell you that many of my constituents—Republicans and Democrats alike—and many of my colleagues in the Congress are wondering: Why would the President show such little respect for what the communities along the border are experiencing as they try to deal with this humanitarian crisis? Why would the President show such little respect for the Border Patrol, FEMA, and other Federal actors that are trying to help these communities deal with this crisis? It just does not add up.

Since the President so stubbornly refuses to visit the border even though he is in Texas and has been there for the last 2 days, people have asked me: Well, if the President showed up, what would he see?

First of all, he would learn this crisis is in large part a product of the President's own policy judgments, particularly starting with the ICE memo in 2011, the so-called Morton memo No. 1, then the Morton memo No. 2, and then the deferred action Executive order saying that certain young people would never be returned to their country of origin but the President will act alone to defer action against them.

Then there is the continued discussion the President has here in Washington that says he wants to go even further. So I think one of the things the President would learn is that people actually pay attention to what he is saying. The impression is that he is not going to faithfully execute the law.

So the children continue to come, and they will continue to come until we fix the problem. The President has to be an important part of that solution.

As I have said before, these young children traveled through some of the most dangerous territory on the planet, because the smuggling corridors are controlled by cartels such as the Zetas and these cartels are in the business of crime—smuggling people, drugs, weapons, you name it—smuggling women for sex slavery and human trafficking. They don't really care about the human element. They care about the money. Migrants who travel across Mexico from Central America are subjected to rape and kidnapping—where they are held for ransom so their relatives will pay off the cartels to let them go and continue their journey. We don't know how many of the children that start this long journey from Central America—some 1,200 miles from Guatemala City to McAllen, TX, alone—how many of them die in the process and never make it. So the 52,000-plus so far who have been detained at our southwestern border since October are the ones who made the trip successfully. We don't know how many children and their parents have died in the process.

I do know—having traveled to Brooks County, Texas—that I have seen some of the grave sites of unknown migrants who have actually died trying to get through—to get past the Border Patrol

checkpoint at Falfurrias, for example. So I am sure, tragically, that many migrants don't make it and die in the process.

There is a powerful incentive for people to travel to the United States. Obviously, we understand people who want opportunity, people who are trying to flee violence. But the President has effectively encouraged children and their parents to make this treacherous, life-threatening journey by suggesting that he won't enforce the law. The President himself admits that even under his deferred action order—his Executive order that he issued in 2012—these children wouldn't be covered, but they come because they have the impression that they will be allowed to stay once they make it here.

The New York Times recently reported the story of one 13-year-old Honduran boy who was detained in Mexico trying to reach the United States. The Times reported that this young boy said his mother believed the Obama administration had quietly changed its policy with regard to unaccompanied minors and that if he made it across, he would have a better shot at staying. And, in fact, that is proving to be true.

So many of these children are now, because of a 2008 law, placed with relatives here in the United States who themselves may not be legally present. They are given a notice to appear for a subsequent court hearing and the overwhelming number of them never show up. Having done so, they have made it because we don't have the resources. We certainly don't have the laws on the books necessary to fill this hole that the cartels are exploiting and that is what we need to work on together as part of this supplemental appropriation to try to fix. We cannot just vote for more money when the cause of the problem that needs fixing remains unfixed.

The cartels are happy to tell parents: Yes, send your kids to America, turn them over to us, write us a check for \$5,000—or whatever the amount is—and maybe they will be able to escape Central America and make it to the United States. For every one of the parents who take the cartels up on that deal, for every one of the children subjected to this horrific journey from Central America to the southern part of the United States, the cartels are making money. So as long as the hole in the 2008 law remains unfilled—and the President certainly hasn't requested we fix it, but we need to do that—we will keep spending billions of dollars, and we will continue to see the surge of unaccompanied minors continue to go up.

In 2011 there were about 6,000 unaccompanied minors detained at the southwestern border. But just since October there have been more than 50,000. So something is going on here, and this 13-year-old Honduran boy interviewed for the New York Times story said: "Well, my mom thought President

Obama was changing his policies and I would be able to stay if I made it."

Since the President decided not to make the short trip from Austin or Dallas to McAllen, TX, I wanted to share a few stories about what I saw there when I visited. I had a chance to visit the McAllen Border Patrol station, one of the busiest and most crowded of the facilities which are trying to deal with this surge of unaccompanied minors. I met another 13-year-old boy who had just arrived from Central America. We asked him to come out of the detention cell that was so jam-packed with teenage boys that nobody even had space to lay down and sleep. I hate to think about how unhygienic those circumstances are. But this young 13-year-old boy—we asked him, through a wonderful young woman who works with me in my Harlingen general office in South Texas who asked him in Spanish: "Where are your parents?" He said, "They are both dead." It was heartbreaking. I think the President would benefit from seeing and talking to young victims of this trafficking like this Honduran boy.

As I said, inside these facilities there are dozens of children packed into holding cells, with one toilet, that are meant for just a few people. There were young women only 15 years of age who were pregnant, some of whom already had babies that they were nursing. The babies were clothed only in diapers and sleeping on cement floors. Unless you see it for yourself, I don't think you get a full appreciation of the nature and scope of this process. That is something I think the President could benefit from.

Conditions are so bad they are housing people in a garage at the Border Patrol facility. I don't have to tell the Presiding Officer, but it is hot in Texas in July, and you can imagine what the conditions are like in that garage. There must have been 100 people basically sitting or standing on that garage floor because they simply don't have the capacity to deal with them. They simply don't have the capacity to deal with them, and they certainly don't have the capacity to deal with the numbers that are coming through.

I wish to do something that I wish the President of the United States would do in person by traveling to McAllen. I wish to thank the Border Patrol and the leadership of Chief Kevin Oaks, who has been doing a magnificent job under very difficult circumstances. I thank all of the Border Patrol—FEMA and other Federal employees—who are down there trying to help the local community and the State of Texas deal with this crisis.

Chief Oaks has maybe one of the toughest jobs on the planet these days. He is in charge of Rio Grande Valley sector. It encompasses more than 1,700 square miles in 19 Texas counties. It shares 320 river miles with Mexico and 250 coastal miles. This is the sector through which this flood of humanity

is coming. They have detained 418,000 people last year alone. That number is growing, and they are mainly coming through the Rio Grande sector—418,000 people from 100 different countries.

If you go to Brooks County and look at some of the rescue beacons—they have actually put out rescue beacons. If an immigrant is so sick or suffering from exposure or dehydrated, they can hit the rescue beacon and a light will go off and the Border Patrol will rescue them. If they are at risk of losing their lives, sure, they may not want to be caught, but they would rather be caught than die due to exposure. Those rescue beacons are not just written in Spanish and English, they are also written in Chinese.

Yesterday I said I don't know a lot of Chinese speakers from Brooks County, TX. It is a small rural county. The reason that rescue beacon is written in Chinese, among other languages, is because people can come from all over the world through the southern border of Mexico into the United States. There were 418,000 people detained from more than 100 countries. Admittedly, most were from Mexico and Central America, but they also come from nations that are state sponsors of international terrorism, which is why General Kelly, the head of Southern Command, said this is a national security threat.

The President would learn more about this if he took the trouble to go to the border and talk to people such as Chief Oaks and learn of the challenges they dealing with day in and day out. They are doing the best they can, but they simply don't have the resources or the manpower to handle this influx, particularly of unaccompanied children.

I am told that because the Border Patrol has to deal with these children and make sure they are taken care of—which they should be—they are not interdicting illegal drugs coming across the border, and that should concern all of us.

I ask unanimous consent for an additional 5 minutes.

THE PRESIDING OFFICER (Mr. BOOKER). Without objection, it is so ordered.

Mr. CORNYN. I thank my colleague from Maine for his courtesy.

This is something I hope my colleagues who have not spent as much time thinking about this—and that is logical because they don't come from a State contiguous to the Mexican border or Central America and South America, but they need to know the facts, that these areas are now controlled by cartels and transnational criminal organizations.

One official from the mayor's office in Ciudad Hidalgo, Mexico, reported—when talking about the cartels that control the smuggling—that in his city "the Zetas control all trafficking, sending men to recruit women in Central America and sometimes even kidnapping migrant women riding the

buses. They sell the women to truck drivers for a night and then throw them away like unwanted scraps."

The bottom line is there is nothing humane and nothing compassionate about encouraging people to travel through cartel-dominated smuggling routes in hopes of reaching the United States only to find out our law does not permit them to stay. There is nothing humane about that. There is nothing compassionate about that. Yet that is the impression. Nobody should be traveling to America this way and especially not young children.

This is something the President of the United States needs to see. If it is serious enough for him to call this a humanitarian crisis and ask Congress to appropriate more than \$3 billion on an emergency basis to help pay for additional capacity, it is serious enough to warrant his personal attention. I just don't get it. I really don't.

I had an occasion to work with President Obama when he was in the Senate. I see him less often now that he is over in that big house on Pennsylvania Avenue, but that doesn't strike me as who he is. I wonder what in the world could be going on. Is he too wrapped up with living in his bubble? I guess all Presidents have experienced that. He needs to break out of the bubble and find out what is actually happening on the ground. At the very least, I would think the President would want to take the opportunity to say thank you to Chief Oaks, the Border Patrol, FEMA, and other Federal agencies that are trying to help local communities.

The invitation still stands. I think the President is still in Austin speaking at the Paramount Theater in my hometown where I live now, but he is talking about the economy instead of talking about this crisis. I bet the invitation still stands for him to take the short trip to McAllen and about an hour out of his day to say thank you to the Border Patrol and other Federal agencies and see for himself this unfolding—and I would say escalating—humanitarian crisis.

I thank the Chair and the Senator from Maine for his courtesy.

The PRESIDING OFFICER. The Senator from Maine.

INFRASTRUCTURE

Mr. KING. Mr. President, a few years ago Tom Brokaw wrote a brilliant and important book called "The Greatest Generation," and he described our fathers and grandfathers and mothers and grandmothers and what they did for this country by coming through the searing fire of the Great Depression, fighting and winning World War II, and then rebuilding our economy in the 1950s. We owe that generation everything we have. That generation sacrificed—I have to repeat that word "sacrificed"—on our behalf. We are literally standing on their shoulders. We are driving on the highways they built. We enjoy our freedoms because of their sacrifice in World War II and in Korea.

If Tom Brokaw writes another book about us, I don't know what it will be

called, but it will not have "greatest" in the title. Instead of a compliment, it would be more of an epithet. We are leaving our children a gigantic national debt, crumbling infrastructure, and a changing climate that threatens their well-being and future opportunities in this country.

I rise to talk about one of those factors; that is, infrastructure. I had a great insight when I was the Governor of Maine because every year Governors go to New York to go through a ceremony of genuflecting and kissing the ring of the rating agencies in order to try to get our States a high bond rating so they will have a low interest rate on their loans. I was all prepared for my meeting with the rating agencies. I had all kinds of data about how prudent Maine was, how low our debt level was, how we paid it off in 10 years, and how low our debt level was per capita. I was in the middle of this presentation when one of the rating agency officials stopped me and said: Governor, just because you have low debt, if you are not fixing your infrastructure, that is debt just as if it is debt on the books, just as if it is dollars you owe because the infrastructure is eventually going to have to be fixed. Of course, when it is fixed, the later you do it, the more it is going to cost. That was an insight for me.

We have this sort of mental book-keeping where we have the dollars we owe, but we don't think about a bridge being fixed as a form of debt. Yet that is exactly what we have in this country. We are handing our children a gigantic debt on all fronts because we are unwilling to pay the bills.

I had another exchange once with a fellow who was a clerk in a hardware store. This was in the early 2000s, and I said: What do you think of the tax cuts we recently passed? I was just making conversation.

He said: There haven't been any tax cuts.

I said: What are you talking about? You see it all over the news. There are all these tax cuts we just passed in Washington.

He said: No. No, we haven't passed any tax cuts.

I said: Don't you watch the news?

He said: Look, if you pass tax cuts when you are in a deficit situation, all you are doing is borrowing more money and your kids are going to have to pay for it with interest, so you are merely shifting the taxes from us to them.

I had never thought about it that way before. Of course, he was exactly right. If we cut taxes and cut expenditures at the same time, OK, that is legitimate public policy, but if we cut taxes and borrow the difference, we are just shifting the cost to the next generation, and that is what we are doing right now, today, and we are doing it on all fronts. We are doing it in our Federal debt and deficit posture, and we are doing it in our infrastructure posture.

This is going to cost all of us. The subject I am addressing—which I ne-

glected to clarify at the beginning—is the fact that the highway trust fund goes broke in just a few weeks.

Funding from the Federal Government for highways for infrastructure around the country will decline precipitously starting in August, and around here we are about a patch, about something that will get us through 2 or 3 months or maybe 8 months, but nobody is talking about solving the problem. Everybody is talking about all of these convoluted ways to avoid the reality that we need to pay for what we do. We need to pay for our highways, for our roads, for our bridges, and right now we are not doing it.

This is really going to hurt Maine. The estimates from our Department of Transportation is that it is going to cut our highway funding in our State by 17 percent—almost 20 percent. It is particularly going to hurt if we don't do something in the next month because we have a short construction season. If we lose our funding between August and October, we have effectively lost it for the next 8 or 9 months. It is going to impair projects that are ongoing, and it is going to essentially eliminate—across the country—new highway and infrastructure projects.

By the way, if you are the head of the Department of Transportation and your funding is going to be cut, what are you going to do? You are going to maintain, not invest. Maintaining is the bare minimum, but it is not investing because investing is where we have our wherewithal to compete in a global economy.

It is very revealing to me to compare the funding levels of our infrastructure, maintenance, and investment with other countries. That is a fair comparison. It sort of tells us how we are doing. It puts it in perspective. Right now our infrastructure investment is about 2.6 percent of gross domestic product—2.6 percent of GDP. In Japan it is 5 percent and in China it is 8.5 percent. It is more than three times the level in our principal future economic competitor. They are investing, and we are disinvesting because the infrastructure is crumbling faster than we are fixing it.

The joke in Maine this winter was the potholes were so bad that instead of filling them, we were going to lower the roads. That is a joke, but it says something about the seriousness of this issue. Maine is no different than any other State. In fact, I would argue we have some of the best roads in the country, particularly given the far-flung nature of our State, but this is going to hurt us. It is going to hurt every State in the country. Yet we are around here trying to avoid talking about paying for them.

There are indirect and direct costs. Not fixing the highways is costing our drivers more than an increase in the gas tax in terms of delay, in terms of maintenance of automobiles, in terms of bent wheels from potholes.

I talked to some people from the United Parcel Service, UPS. As to their fleet nationwide, a 5-minute delay per vehicle—because of congestion, because of lack of infrastructure investment—costs that company \$100 million a year—a 5-minute delay. Multiply that by everybody in the country and we are paying a high price.

The point is, we are paying a high price, but it is hidden. We do not notice it. If we increase the gas tax, everybody is going to notice that. But that is called paying your bills.

As a young man, I represented a client before the Maine legislature that was an engineering firm that was owed a bill by the State of Maine, and for some reason it had not been taken care of. I ended up appearing before the appropriations committee. This was 40 years ago. But I remember distinctly going before the committee and saying: Here is this bill and it has to be paid, and the members of the committee—by the way, the senior members were all Republicans—they looked at each other and said: We have to pay our bills. That is called governing, and right now we are not paying our bills. It seems to me that is what we have to do.

One interesting thing about the gas tax is—which, by the way, has not been increased since 1993, 21 years ago; it has fallen in value by something like 35 percent because of inflation over that period—but the interesting thing about the gas tax is, it is the only tax that is not effectively indexed. By that I mean the sales tax, which many States have—my State does—5 percent. You say: Well, that is fixed over time. It is not indexed. But it is because the value of goods to which the sales tax applies goes up over time. On a hundred-dollar tire, the sales tax, at 5 percent, is \$5. But 5 years from now, that tire is probably going to cost \$110, so it is going to be higher revenue. It is the same thing with the income tax. It may be at a flat level—22 percent or 15 percent or in Maine 5 or 6 percent—but incomes go up, so revenues go up proportionately to the changes in the economy.

The gas tax is a fixed number—18.4 cents. That is what it has been since 1993. It does not change at all. Do you think, Mr. President, the cost of building a road is the same today as it was in 1993—21 years ago? The answer is no.

We have to grapple with this. To me, what bothers me about this is it is part of a pattern. I started with Tom Brokaw and the “greatest generation.” If you think of the legacy that “greatest generation” left us—because they were willing to make sacrifices on our behalf—and then you say: What is the legacy of our generation? It is debt and it is crumbling infrastructure and it is the crippling of our ability to compete in a globalized economy. Shame on us.

I do not know exactly what the answer is. I do not know whether it is a gas tax, a mileage tax, a change of the tax to the wholesale level as opposed to the retail level. I do not know. But I do

know that no matter what we do, and no matter how much we try to avoid it, we are going to have to pay our bills; and to not pay our bills, we have to realize, is simply passing those bills to our kids. That is unethical. It is immoral, it is wrong, and it is not what our parents and grandparents did for us.

I think we owe the same level of consideration, the same level of sacrifice, the same level of realism, the same level of paying our bills to our children and grandchildren that we have been the beneficiaries of.

So I hope, as this debate unfolds in the next several weeks, that we pay attention to the critical importance infrastructure plays in the competitiveness of our society and in the future of our children. The “greatest generation” built the Interstate Highway System, and we cannot even keep it maintained. That is inexcusable. It is inexcusable, Mr. President, and I am sorry to be so preachy about this, but I think this is a really important issue, and I think it goes in some ways to the heart of our politics today where we are trying to do things and accomplish things but not pay for them. The point of my comments, though, is: They are going to be paid for; it is just going to be somebody else, that is, our children and grandchildren, who are going to be paying that bill. I think we ought to stand up and pay the bills ourselves and maintain the infrastructure this country needs to compete and give the same opportunity to our children and grandchildren we were given by the “greatest generation.”

Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. Will the Senator from Maine withhold his suggestion?

Mr. KING. I withhold my suggestion.

The PRESIDING OFFICER. The Senator from North Carolina.

BIPARTISAN SPORTSMEN'S ACT

Mrs. HAGAN. Mr. President, in a few minutes the Senate will vote on whether to invoke cloture on the Bipartisan Sportsmen's Act of 2014—legislation I have introduced with my friend and colleague from Alaska, Senator LISA MURKOWSKI.

At a time when Washington is stuck in political gridlock, I am proud to have partnered with Senator MURKOWSKI to develop this sportsmen's package that is cosponsored by 46 of the Senators here in this Chamber—almost half of this body—19 Democrats, 26 Republicans, and 1 Independent.

We actually put politics aside to get behind a bill that benefits tens of millions of hunters, anglers, and outdoor enthusiasts across our country—a bill that protects our outdoor traditions for future generations and ensures the outdoor recreation economy can continue to support jobs and local communities in our States nationwide.

This kind of widespread bipartisan support has been virtually unheard of

in these days. And not surprisingly, the list of organizations that support the Bipartisan Sportsmen's Act is equally long and diverse. More than 40 organizations that span the ideological spectrum have actually endorsed this bill.

Mr. President, I ask unanimous consent that six letters and statements of support that I have received on the Bipartisan Sportsmen's Act be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

[From the Congressional Sportmen's Foundation, Feb. 4, 2014]

CONGRESSIONAL SPORTSMEN'S CAUCUS CO-CHAIR INTRODUCES BIPARTISAN SPORTSMEN'S ACT OF 2014

WASHINGTON, DC.—Today, in a significant advancement for sportsmen and women across the country, members of the Senate Congressional Sportsmen's Caucus (CSC) introduced the Bipartisan Sportsmen's Act of 2014. Introduced by CSC Senate Co-Chair, Senator Kay Hagan and CSC member Senator Lisa Murkowski, this bipartisan legislative package includes 12 bills that would ensure our sportsmen's traditions are protected and advanced, and addresses some of the most current concerns of American hunters and recreational anglers and shooters.

The Bipartisan Sportsmen's Act is cosponsored by CSC Vice-Chair, Sen. Mark Pryor and CSC members, Sens. Mark Begich, John Boozman, Dean Heller, John Hoeven, Mary Landrieu, Joe Manchin, Rob Portman, Jon Tester and David Vitter.

Congressional Sportsmen's Foundation (CSF) President, Jeff Crane praised the introduction of this vital legislation. “We thank CSC Co-Chair Senator Hagan and CSC member Senator Murkowski for introducing this bipartisan package of legislation that includes provisions vital to protecting our hunting and angling traditions in the U.S., which the CSC and organizations within the sportsmen's community have been working on for years.”

The Bipartisan Sportsmen's Act contains six bills that are also found in the Sportsmen's Heritage and Recreational Enhancement (SHARE) Act (H.R. 3590), which has been introduced in the House of Representatives by House CSC Co-Chairs, Representatives Bob Latta and Bennie Thompson and Vice-Chairs, Representatives Rob Wittman and Tim Vvalz. Similar provisions include protecting traditional lead ammunition and fishing tackle from unwarranted regulation under the Toxic Substances Control Act, amending the Pittman-Robertson Act to allocate a greater proportion of funding for shooting ranges, allowing film crews of five or fewer persons on federal lands with an annual permit for \$200, and allowing the Secretary of Interior to authorize a permanent electronic duck stamp, among others.

“I am proud to have partnered with Senator Lisa Murkowski to develop the bipartisan Sportsmen's Act of 2014,” said CSC Co-Chair, Sen. Kay Hagan. “In North Carolina, hunting, fishing and shooting are a way of life. Many of these traditions have been handed down through my own family, and I'm proud that our bill protects these activities for future generations while ensuring that outdoor recreation can continue to support jobs and local economies across the country. At a time when Washington is stuck in political gridlock, our bill demonstrates that Democrats and Republicans can work together to find common ground, and I look forward to working with Senator