

Congressman DAN BISHOP of North Carolina for introducing this resolution in the House. I hope our colleagues will join us in passing this resolution because there is no cause more deserving for our time and effort.

Setting aside a month to recognize our fallen servicemembers and their families instead of one day is the least we all can do.

HONORING MESS ATTENDANT FIRST CLASS JOHNNIE LAURIE

Mr. TUBERVILLE. Mr. President, today I would like to recognize some of Alabama's fallen soldiers who have paid freedom's high cost and the families who still grieve their absence. You know, it is estimated that more than 81,000 American soldiers who gave their lives for our country remain unidentified—unidentified—since World War I.

For nearly 80 years, this was the case for Alabama's own Mess Attendant First Class Johnnie Laurie of Bessemer, AL. Johnnie was very active at the Red Mountain Baptist Church teaching both Sunday school and Baptist young people's union classes.

He graduated from Dunbar High School, where he competed in basketball and high jumping in track.

In 1940, Johnnie joined the U.S. Navy and was later assigned to serve aboard the USS *Oklahoma*. He was aboard the ship on the fateful day of December 7, 1941, when our country was attacked by Japanese aircraft.

Unfortunately, Johnnie was one of the 2,403 Americans who died at Pearl Harbor that day. He was awarded several medals posthumously, including a Purple Heart for paying the ultimate sacrifice.

Out of the 429 crewmen aboard the ship, the Central Identification Laboratory was only able to identify 35 of the 429. This mystery seemed like it would never be solved. But in July 2019, Johnnie Laurie's remains were identified, and he was finally able to return to his home State of Alabama to receive a proper hero's welcome. He is now buried at the Alabama National Cemetery in Montevallo, AL.

His brother Elmer, now 94 years old, continues to participate in memorial ceremonies to ensure the sacrifices of fallen heroes like his brother are never, ever forgotten.

HONORING LANCE CORPORAL THOMAS RIVERS, JR.

Mr. TUBERVILLE. Mr. President, for many of our heroes, the desire to serve began at an early age. That is the case of LCpl Thomas Rivers, Jr., of Hoover, AL. His parents and Thomas knew as a child that he wanted to be a marine, his lifelong dream. This desire only grew throughout his life, and he was motivated in everything that he did by this thought of becoming a marine.

He struggled, at first, in high school until a military recruiter told him he would need a high school diploma to

enlist. Low grades were never a problem after that conversation. This was evidenced in an English essay he wrote entitled "Why I Want to Go Into the Marines." In the essay, he wrote in part:

I don't think I would be afraid of combat and would be proud to fight for my country.

He went on to say:

I believe that joining the Marines would be a great experience for me because it will teach me to rely on God to make it through.

Thomas joined the Marines as soon as he graduated from Briarwood Christian School in 2007. After completing training at Camp Lejeune, he deployed to Iraq and then to Afghanistan. His faith never wavered, despite the intense conditions of combat he was in almost daily.

He and one of his friends, one night, began a Bible study while deployed, leaning on passages of the Bible for comfort.

Corporal Rivers was killed by an IED explosion at the age of 22. His mother Charon spoke about how she never really got to know the fine young man she raised as he grew to be an adult.

Between deployments, he was unable to spend much time at home. Despite the devastating loss, Charon and her husband Tom find comfort in their faith and the belief that lives were changed through their son's story.

After Thomas's passing, Charon began a nonprofit that sent care packages to soldiers on the front lines of battle because she remembered how much Thomas loved receiving things from home. Through her efforts, she was able to send more than 5,000 care packages to soldiers overseas over an 8-year span.

Charon's reminder to us is that, for families like hers, Memorial Day isn't a happy holiday or just another day at the pool or cooking out. It is a day to remember heroes like her son Thomas, who answered the call to serve and courageously laid down his life for ours.

You know, President Franklin Roosevelt once said:

Those who have long enjoyed such privileges as we enjoy forget in time that men have died to win them.

May we as Americans be a Nation that remembers the sacrifices made for the many freedoms that we all enjoy—not just on Memorial Day, but every day of the year.

May we never forget those like Johnnie Laurie or Thomas Rivers who didn't allow freedom to die on their watch, and may we hold their families near to our hearts as we go into this Memorial Day weekend.

I yield the floor.

The PRESIDING OFFICER. The Senator from Missouri.

BORDER ACT OF 2024

Mr. SCHMITT. Mr. President, as though with the voice of God, I have been recognized. And I rise to address what just happened here. Senator

SCHUMER's failed attempt to resurrect a failed immigration bill in a bipartisan beatdown.

But, first, let me recite some numbers: In fiscal year 2021, there were 387,000 known "got-aways." In fiscal year 2022, there were 606,131 known "got-aways." In fiscal year 2023, there were 670,000 known "got-aways."

Because of Joe Biden's disastrous border policies, there are nearly 10 million people who have crossed our border illegally, dispersed throughout the United States—many of whom we have no idea who they are, where they are from; some given court dates. We hope they return sometime in the 2030s.

Thousands and thousands of Chinese nationals have illegally crossed our border since Joe Biden took office. The DEA has stated that the most ruthless Mexican cartels now operate in all 50 States. The American people are more at risk now from a terror attack than they have been since 9/11.

How did we get here? The answer is pretty simple: Joe Biden reversed nearly every successful Trump-era policy that was working to secure our border. We had a 45-year low in illegal immigration at the end of 2020.

That has all changed. His administration reversed the "Remain-in-Mexico" policy. His administration attempted to sell border wall materials that had been sitting and rusting at an extreme discount. He paused deportations. He took nearly a hundred actions in his first hundred days to weaken our border security and signal to the cartels that our border was open for their business, a deadly business.

I said from the beginning that Joe Biden has all the authority he needs to shut the border down right now. He could have shut down the border as illegal immigration numbers shattered record after record; but he didn't. And he won't. And now the American people are seeing the absolute carnage caused by Joe Biden's policies.

Democrats are attempting to give Joe Biden cover by wasting our time on this vote that we just saw that went down on a vote for a bill that had already failed. Why? I think some people actually believe in open borders. They have no real problem with this. They believe that borders are arbitrary lines on a map. But the risk for Americans are real.

And what happened on this floor—I try to draw some analogy. Seinfeld was a great show—great show—and it was famously cast as a show about nothing. This week was a show about nothing: no vehicles, no amendments on anything substantive that could help the American people—just this kabuki theater that we just witnessed.

My criticisms of that bill—that we won't hear now, thankfully—are the same as they were in February. This bill would have changed the jurisdiction from immigration law related cases from Texas to Washington, DC.

This "break glass" emergency authority is a disaster. This bill would

have only potentially shut down the border if there were 5,000 illegal crossings per day. That is over a million people per year. Somehow we would normalize the idea that a million people can come here illegally before we would take this seriously. That would be a step backwards in our law.

The law currently is—and it has been across Republican and Democratic administrations—that if you come here, you are apprehended, and you are sent back, unless there is some special reason for you to stay, like asylum. And 9 out of 10 of those claims are, typically, bogus.

But what else did this bill do? It created more asylum agents to create an express lane in a path for citizenship at the border, outside of the normal judicial process we have where it is an adversarial hearing. Those wouldn't exist anymore under this bill.

And, most importantly, this bill gave the architect of the border invasion, Joe Biden, unilateral authority to terminate the bill's meaningless trigger I just mentioned.

This bill failed for a reason. Now it has failed twice for a reason. It took us backwards. But I think it is very important for us to remember that we have an executive branch right now that isn't interested in executing the law. Joe Biden has every authority under the Sun to close this border; he just doesn't want to.

I yield the floor.

The PRESIDING OFFICER. The senior Senator from Iowa.

FARM BILL

Mr. GRASSLEY. Mr. President, I come today to provide some real world perspective from what I call the real America. I am honored to speak on behalf of the tens of thousands of Iowa farmers who, this very day, are tending fields across my home State that feed and fuel America.

I often remind people here in Washington that farmers make up only 2 percent of our population. That means that the other 98 percent of the American people depend on the livelihoods of just 2 percent of the people for their next meal.

Here in the U.S. Senate, I am one of only two grain farmers serving among 98 other lawmakers in this body. This puts me in a unique position. As a lifelong family farmer and a U.S. Senator, I use my platform to speak up on behalf of American farmers, and I know there are lots of other colleagues that I have in this body that do the same thing for the farmers in their State, but I think I do it with some hands-on experience.

From one generation to the next, the way of life of these family farmers upholds our Nation's food security and, in recent decades, has strengthened U.S. energy independence.

The productivity of American agriculture has empowered the family farmer to supply the grain for our do-

mestic renewable fuels industry and to displace foreign oil in the U.S. transportation fleet.

America's farmers embrace best conservation practices to strengthen soil health and precision agriculture to reduce their carbon footprint in food and fuel production.

Now, it happens that my State is No. 1 producer of corn and ethanol and No. 1 in a couple of other areas that I won't go into. Clean-burning, renewable fuels are better for the environment, lower greenhouse gas emissions, and create good jobs in rural America and fuels the economic growth of that same rural America. When it comes to the hard work and ingenuity of the American farmers, the sky is the limit, quite literally.

Now, to the point of my remarks today to my colleagues: Let's consider sustainable aviation fuel and alternate fuel made from nonpetroleum feedstocks, something the environmental community in the United States is promoting to get greenhouse gas down.

Scientists say that this next-generation fuel will help lower carbon emissions in the environment. That is a pretty big shoe print, considering aviation accounts for 2 percent of all carbon dioxide emissions and 12 percent for the transportation sector alone.

Sustainable aviation fuel—that goes by the acronym SAF—has tremendous market potential. According to the U.S. Department of Energy, more than 360,000 commercial flights have used SAF at 46 airports, mostly in the United States and Europe. That is really just a spit in the ocean, considering there are more than 10 million scheduled passenger flights in the United States per year, according to our FAA.

Displacing conventional jet fuel with sustainable products, such as home-grown feedstocks, presents a tremendous market opportunity for America's farmers and at the same time reduces greenhouse gas emissions.

I am proud to say that Iowa is a leader in clean energy. Nearly 20 years ago, I worked to enact the renewable fuel standard and to this very day keep my thumbs on both Democrat and Republican administrations to faithfully implement the law as Congress intended.

As chairman of the Senate Finance Committee, I also created the biodiesel tax credit that has helped to reduce greenhouse gas emissions by around 74 percent.

Last year, my home State produced a recordbreaking 4.6 billion gallons of ethanol and 350 million gallons of biodiesel.

Iowa farmers stand ready to help scale up production of this sustainable aviation fuel—the next generation of airplane and aviation fuel. But it seems that partisan ideology might be standing in the way of that effort.

While we can find unanimous agreement that clean air is good for everyone, finding agreement on public policies to help keep our air clean is not always so clear-cut. In Washington, it is

even harder than finding a needle in a haystack.

Many people in this town would find reason to argue if the sky was blue on a cloudless, sunny day. The consensus really clouds over when Federal bureaucrats bend policy to fit ideology instead of sound science.

In December of 2022, I spoke on this very floor to urge the Treasury Department not to shortchange America's farmers when it wrote rules for the sustainable aviation fuel tax credit.

Unfortunately, when the Democrats wrote the partisan Inflation Reduction Act, they chose to ignore our very own Department of Energy and preferred modeling by the International Civil Aviation Organization.

Now, that is pure poppycock. U.S. policymakers need to put America first. That is why I pressed USDA Secretary Tom Vilsack at a hearing in February this year to champion green feedstocks for the sustainable aviation fuel market because he is a big voice in this administration.

America's farmers are ready to provide low-cost and low-carbon fuel to consumers, whether that is on land, air, or sea.

For years, I have been fighting in the trenches to stop the Obama and Biden administrations from misguided regulatory schemes. I am glad that the Supreme Court recently kept check on their ridiculous plans, commonly known as the waters of the United States rule, that would have regulated dry creekbeds and mud puddles on family farms.

When the government starts meddling and telling farmers how to farm and how to raise livestock, you can bet your boots that environmental extremists are bending the ears of bureaucrats and pushing policies disconnected from reality. Writing Federal regulations not backed up by science or common sense is hogwash.

Two weeks ago, the Biden administration put lipstick on a pig when it released guidance to qualify for new Federal incentives for sustainable aviation fuel.

So as the senior Senator from Iowa and a lifelong family farmer, I am here to squeal on the Biden administration's stupid regulations. The decision-making process clearly got mired in politics and bureaucratic nonsense, not the sound science that has governed this process for about three decades.

So let's take a closer look at the guidance issued by the Treasury Department 2 weeks ago. The regulations would be used to implement section 40B sustainable aviation fuel tax credit. That is the Federal subsidy enacted in the Inflation Reduction Act to help this alternative fuel lift off and scale up to meet market demand.

Unfortunately, rather than adopt the science-based GREET—I am going to spell that because it is an acronym, G-R-E-E-T. The science-based GREET model has been used by EPA and others to measure the carbon intensity of