

security of our courts and our judges. An effort is being made to provide authorization for additional court security in the Department of Defense authorization bill. The brutal murder of a father and mother of a Federal judge in Chicago showed us the urgent need for better security.

The Transportation-Treasury appropriations bill, as passed by the House and Senate committees, included sizable increases for that court security. We are not talking about an authorization; we are talking about cold, hard cash that will go out to better protect our judges. But you know what. That money can't go out until our appropriations bill is signed into law, and that can't happen if the Senate Republican leadership slows this appropriations process to a crawl.

Finally, I want to talk about the critical need for improved safety on our highways. One month ago, our Nation received a wake-up call from the National Highway Traffic Safety Administration.

For many years, our country was making steady progress in reducing the overall fatality rate. But last month, the fatality rate on our highways started to move back up. Deaths from motor vehicle crashes jumped up 1.4 percent over the level in 2004. We had 43,443 deaths on America's highways in 2005. That is the highest number since 1990.

We also have begun to see a number of road fatalities involving large trucks head back up. We made progress between 1998 and 2002, but since that time, the number of large truck fatalities is moving in the wrong direction.

More and more people are dying on our highways, and Congress is working to respond. There are increased levels of funding, consistent with the SAFETEA-LU authorization law—both for highway safety and motor carrier safety in both the House and Senate appropriations bills. But those additional resources that save lives on our highways have to wait. Why? Because the Senate Republican leadership didn't want to debate this Transportation appropriations bill before this election.

These decisions by the Senate Republican leadership to stall the appropriations process can and are having very real consequences.

I want to state today my deep disappointment that the Senate Republican leadership has done such an abysmal job in fulfilling its most basic responsibility to fund our Government.

The PRESIDING OFFICER. The Senator's time has expired.

Mrs. MURRAY. I ask for 1 additional minute.

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

Mrs. MURRAY. Mr. President, it doesn't have to be this way. Rather than spending the month of July and September debating bills for political reasons, we could have been debating these appropriations bills that are

critically needed for the Nation's safety and security. We could have been fighting for the people we represent. We could have been meeting their basic needs, protecting their livelihoods, and ensuring their safety. But our leadership said no, and now our families are paying a price.

I think the Senate deserves better, but more importantly, the people we represent deserve better.

I yield the floor.

The PRESIDING OFFICER. The Senator from Idaho.

EXTENSION OF MORNING BUSINESS

Mr. CRAIG. Mr. President, I ask unanimous consent that the period for the transaction of morning business be extended until 3:30 p.m. today, with time equally divided in the usual form, and the order of speakers remain in place.

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

AGJOBS

Mr. CRAIG. Mr. President, I will be brief because I have already spoken on the issue with Senator FEINSTEIN of California earlier before the noon hour. I did want to come back and conclude my concerns.

My original cosponsor, Senator KENNEDY, is in the Chamber. He and I worked collectively on the issue of a guest worker program for this country that would create a legality, a transparency, and a reasonableness to the management of it in a reformed H-2A worker program that he and I worked on and shaped and which became known as AgJOBS, along with how we dealt with the issue of those in the country today who are illegal and who remain a critical part of the American workforce, and especially with agriculture, an industry that has become increasingly dependent upon migrant workers, guest workers and, in this instance, tragically enough, illegal workers. Let me cite a couple of examples because I, like Senator FEINSTEIN and others, Senator BOXER; the State of California, the State of Idaho, the State of Oregon, the State of Washington; in fact, the State of the Nation where agriculture exists today—the Presiding Officer, Senator MARTINEZ, has just gone through a situation in the State of Florida where literally millions and millions of dollars' worth of oranges have rotted simply because they couldn't find the hands to pick them to put them through the process of packing and distribution.

America's agriculture is dependent on hand labor. When we think of agriculture in the Midwest, we think of large machines doing all the work. It is simply not true. In the fruits and vegetables and nuts areas and many of the varieties of fruits we find abundant upon the supermarket shelves of America, we are dependent on hand labor,

and that hand labor over the last many decades has become predominantly foreign labor and, tragically enough, it has become illegal foreign labor. But because of a failure of government—and it is important I say this: It is not American agriculture's fault. It is a failure of government to appropriately and necessarily police our borders and devise and cause to work a reasonable, flexible, transparent guest worker program that brings us to the crisis American agriculture is beginning to experience as we speak.

The Senator from California spoke earlier of the literally billions of dollars' worth of crops that are going to be left in the fields of the greater San Joaquin Valley of California this year because there is no one to pick them.

I am always frustrated when it happens in my State that some of my citizens say: LARRY, we have all these people on welfare. Get them out and get them to work. Well, we reformed the welfare program dramatically, and literally millions of people who were once on welfare are working. We are at full employment in our country today. That means those who can and will are working. In my State of Idaho, we are almost beyond full employment. Finally, finally, after fairly heavy criticism for what I was doing to lead an area of immigration reform that was critical to my State, and much of that criticism came from my State, now Idaho agriculture is beginning to step up and say: My goodness, where are these workers we have grown to depend on?

We believe we are 18 to 20 percent underemployed in the State of Idaho. That means our packing sheds this fall and some of our produce, our fruits, and our vegetables have not and will not get harvested. Our potato industry is beginning to feel the impact of fewer people there to help them, and as a result their timely harvest and their timely packing simply will not occur.

So whether it is Idaho or California or Florida or anywhere else in the Nation, American agriculture exists. Whether it is with the nursery industry or the landscaping industry, they too are now experiencing the great difficulty of this country doing what it should have done a long time ago; that is, control its borders.

The shortages today are a result of our southern border beginning to close. We have made a commitment to the American people that we will secure that border. Part of the debate which will occur this afternoon when we get back on the fence bill will be that kind of debate: how we can further secure our borders. But if you only secure your borders and you do not create a legal and transparent program by which foreign nationals can enter our country to enter our workforce legally, then we will create an economic schism in this country that is, without question, real. It is showing up in agriculture today because agriculture has historically been a threshold economy