

The bill clerk read as follows:

A bill (S. 2204) to eliminate unnecessary tax subsidies and promote renewable energy and energy conservation.

CLOTURE MOTION

Mr. REID. Mr. President, I have a cloture motion at the desk.

The PRESIDING OFFICER. The cloture motion having been presented under rule XXII, the Chair directs the clerk to read the motion.

The bill clerk read as follows:

CLOTURE MOTION

We, the undersigned Senators, in accordance with the provisions of rule XXII of the Standing Rules of the Senate, hereby move to bring to a close the debate on the Reid motion to proceed to Calendar No. 337, S. 2204, a bill to eliminate unnecessary tax subsidies and promote renewable energy and energy conservation.

Harry Reid, Robert Menendez, Richard J. Durbin, Patrick J. Leahy, Patty Murray, Carl Levin, Charles E. Schumer, Bernard Sanders, Amy Klobuchar, Al Franken, Benjamin L. Cardin, Sheldon Whitehouse, Sherrod Brown, Mark Udall, Daniel K. Akaka, Debbie Stabenow, John F. Kerry.

Mr. REID. Mr. President, I withdraw my motion to proceed.

The PRESIDING OFFICER. The motion is withdrawn.

Mr. REID. Mr. President, I ask unanimous consent that the mandatory quorum under rule XXII be waived.

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

21ST CENTURY POSTAL SERVICE ACT OF 2011—MOTION TO PROCEED

Mr. REID. Mr. President, I move to proceed to calendar No. 296, S. 1789.

The PRESIDING OFFICER. The clerk will report the bill by title.

The bill clerk read as follows:

A bill (S. 1789) to improve, sustain, and transform the United States Postal Service.

CLOTURE MOTION

Mr. REID. Mr. President, I have a cloture motion at the desk.

The PRESIDING OFFICER. The cloture motion having been presented under rule XXII, the Chair directs the clerk to read the motion.

The bill clerk read as follows:

CLOTURE MOTION

We, the undersigned Senators, in accordance with the provisions of rule XXII of the Standing Rules of the Senate, hereby move to bring to a close the debate on the motion to proceed to Calendar No. 296, S. 1789, the 21st Century Postal Service Act.

Harry Reid, Thomas R. Carper, Sherrod Brown, Mark Begich, Bill Nelson, Frank R. Lautenberg, Jeanne Shaheen, Richard Blumenthal, Christopher A. Coons, Dianne Feinstein, Patrick J. Leahy, Richard J. Durbin, Joseph I. Lieberman, Patty Murray, Charles E. Schumer, Mark L. Pryor.

Mr. REID. Mr. President, this is an extremely important bill, the postal reform legislation, that we have been waiting to get to for a long time.

I ask unanimous consent that the mandatory quorum under rule XXII be waived.

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

MORNING BUSINESS

Mr. REID. Mr. President, I ask unanimous consent that the Senate go into a period of morning business, with Senators permitted to speak therein for up to 10 minutes each.

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

The Senator from Illinois.

NFL DISCLOSURE

Mr. DURBIN. Mr. President, I rise to speak about a disturbing disclosure made recently by the National Football League. Their investigation revealed that the New Orleans Saints had allegedly been operating an illegal "bounty" program.

Under this bounty program, players were reportedly given significant sums of money in direct exchange for intentionally injuring opposing players, disabling them, and for having them carried off the field in an ambulance.

According to reports, compensation started at \$1,000 for causing an opponent to be "carried off" the field. This was called a "cart-off." The price was \$1,500 for causing an opponent to be unable to continue the game. This was known as a "knockout." These "bounties" reportedly reached high sums of money, as large as \$10,000 and even \$50,000.

What is even more troubling is that reports suggest that these bounty systems might have reached far beyond the New Orleans Saints. Reports surfacing as a result of the NFL's investigation have indicated that other teams may have also been engaged in this practice.

One former professional football player recently tweeted:

Why is this a big deal now? Bounties have been going on forever.

Another stated:

Prices were set on Saturday nights in the team hotel. . . . We laid our bounties on opposing players. We targeted big names, our sights set on taking them out of the game.

Let me tell you why this is important and reprehensible. A spirit of aggressiveness and competitiveness is an integral part of many sporting contests, but bribing players to intentionally hurt their opponents cannot be tolerated. We have to put an end to this.

Just yesterday, to its credit, the NFL announced historically stiff penalties for those involved in the New Orleans Saints bounty program. The team's head coach, general manager, former defensive coordinator, and assistant head coach were suspended for long periods of time. The team will forfeit selections in upcoming drafts and the team was fined.

I commend the National Football League for taking swift and decisive action to discipline those involved in the Saints' bounty program, but we need to make sure this never happens again on any team, in any team sport. For that reason, I will be convening a

hearing of the Senate Judiciary Committee. I spoke to Senator PAT LEAHY about this this morning, and he has given me his permission as chairman to move forward. We will have a hearing and put on the record what sports leagues and teams at the professional and collegiate levels are doing to make sure there is no place in athletics for these pay-to-maim bounties. I want to hear the policies and practices in each of the major sports and collegiate sports that are being put in place, and I want to explore whether Federal legislation is required.

Currently, bribery in a sporting contest is a Federal crime. It is illegal to carry out a scheme in interstate commerce to influence a sporting contest through bribery. This goes back to a law enacted almost 50 years ago by Senator Kenneth Keating of New York. Here is what he said at the time about bribery that would influence the outcome of a sporting contest:

We must do everything we can to keep sports clean so that the fans, and especially young people, can continue to have complete confidence in the honesty of the players and the contest. Scandals in the sporting world are big news, and can have a devastating and shocking effect on the outlook of our youth, to whom sports figures are heroes and idols.

As the Department of Justice stated at that time, when the Federal law making it a crime to engage in bribery to influence the outcome of a sporting contest was enacted, Federal legislation was necessary to deal with the inadequacies and jurisdictional limitations of State law.

Mr. President, most of us are sports fans. I would have to list my favorite sports as football, with baseball a close second. I know football is a contact sport. I still have a bum knee to show from my football experience in high school. Accidents will happen and injuries will happen. That is a part of the game. I knew it when I put on my uniform and went out on the field. But I never dreamed there would be some conspiracy, some bribery involved and some other player trying to intentionally hurt me or take me out of the game. That goes way beyond sports.

I am heartened by the fact that many of the leaders in sports are now sensitized to the injuries that are being caused to players, particularly in the football arena. We know concussions can be devastating and ultimately take the life of a player. The National Football League and others are more and more sensitive to this phenomena. I commend them for this. But this disclosure involving the New Orleans Saints goes to an outrageous level that none of us ever anticipated.

I think it is time, whether we are talking about hockey, football, baseball, basketball, or any collegiate team contest, that we have clear rules to make certain that what happened with the New Orleans Saints never, ever happens again.

This hearing will invite representatives and witnesses from the major

sporting leagues and the NCAA. So they will have time to prepare, we will call the hearing after the Easter break, but I hope to have it in a timely fashion.

I want fans all across America and I want players all across America to know that what happened in New Orleans that led to this action by the NFL is not going to be repeated.

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

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

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

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

MAP 21

Mrs. BOXER. Mr. President, you know very well, because you are such a leader on the issue of jobs for America, that the Senate passed a very important bill last week. It is called MAP 21, Moving Ahead for Progress in the 21st Century. What it did was reauthorize our transportation programs as they relate to highways, our bridges, and our transit systems.

This was a very difficult bill to get done because it took a lot of compromise. My friend in the chair knows this. He comes from Vermont where they have had a lot of issues with rebuilding their roads after disasters, and he knows how important it is, especially in those rural areas, to make sure we have a good transportation system both in our roads, our freeways, and our mass transit.

We got this bill done. It was remarkable, 74 votes. Actually, it would have been 75 votes. One of our colleagues was at a funeral and he was for the bill. So three-quarters of the Senate supported that bill. We excitedly found out some House Members were very happy with it and they have introduced it and that bill, MAP 21, is sitting over in the House. There is a lot at stake, and they are not moving this bill.

They could take that bill off the desk and they could pass it in 15 minutes. I served in the House. I know the rules. It is not like the Senate, where we can filibuster and do amendments and all the rest. It is a very quick process. They have not done that. Instead, they are talking about putting together a bill just with the Republican Party and not including Democrats in that at all. So they would have a very partisan bill, and they are not interested in going to the Democrats. They want to turn that bill into some offshore oil drilling, drilling in the Arctic, drilling in the lakes, drilling, drilling, drilling, when it has nothing to do with the bill and would only add contentious, non-germane issues to what is a very clear statement by the Senate, in a bipartisan way, that in order to be a great nation and in order to have a strong

economy, we need to move goods, we need to move people.

This idea of a national transportation system came to us from a Republican President named Dwight Eisenhower. He was a war hero and a general. He knew logistics, and he knew that if someone is in a war zone and they have to move their artillery, they have to move their equipment and all the rest, they need to have a logistics plan. When he became President, he knew: We are moving products from one State to the next. It is commerce. We had better get it right. And he started the highway system.

Since that time, we have had bipartisan support for transportation legislation. Whether it was Bill Clinton or whether it was George Bush or George Bush's father or it was Jimmy Carter or it was Ronald Reagan or it was Richard Nixon, we have had bipartisan support.

The American people must be really happy to hear that we were able to carry out that bipartisan spirit. Senator INHOFE and I, working in our committee; Senator HUTCHISON and Senator ROCKEFELLER, working in their committee—these are Republicans and Democrats working together—Republicans and Democrats in Finance, Republicans and Democrats in four committees worked on this bill and voted it out.

We asked the House to take up the bill and pass it. So far we have heard nothing at all to lead us to the belief that that is what they are going to do. This entire program expires at the end of next week. If they just send us an extension without funding, if they send us an extension without change in law, it is going to wreak havoc in our States. We already have letters from the States saying that they are very fearful because this is the construction season. You cannot enter into an agreement if you only have a short-term agreement to keep the highway program operating for 30 days or 90 days or 60 days. We call on them to pass this bill.

I did a press conference today with Democrats, Leader PELOSI and STENY HOYER and friends over there who work on transportation issues—NICK RAHALL, the ranking member of the committee, and Mr. BISHOP, who has introduced the Senate bill, and Mr. DEFAZIO from Oregon. We had one message, and the message was this: Speaker BOEHNER, do what every great Speaker has done before you—reach out to the other party, come to the table and get 218 votes and pass this. So far we do not hear anything like that. I am very worried and I am concerned. Why?

Mr. President, 1.4 million construction workers are unemployed. That would fill 14 football stadiums. Fourteen Super Bowl stadiums filled with unemployed workers—that is what we have in construction because we have had such a downturn in housing. We ask Speaker BOEHNER respectfully,

take up the bill. Put these people to work. Our bill will save 1.9 million construction jobs, and it will create up to 1 million more. We can take this 1.4 million, hire 1 million workers, and you would bring down that unemployment rate—way, way down. It is 17.1 percent.

How about our businesses? Our businesses need help. Mr. President, 1,075 organizations—the vast majority of them are businesses—have begged us to do this bill. We say to Speaker BOEHNER respectfully, listen to more than 1,000 organizations. Pass the bill.

I am going to read an amazing array of editorials. I will not read them in whole, I will read them in part. The idea is that maybe Speaker BOEHNER isn't listening, maybe he is not paying attention, but the country is.

Here is an editorial—not from a blue State but from a bright red State called Oklahoma, the Tulsa World:

Bipartisanship in the Senate Moves Transportation Bill.

This is what they said:

With rare bipartisanship, the U.S. Senate on Wednesday passed a much-needed and much-delayed national transportation bill that could create jobs and fund road projects. . . .

They finish by saying:

House Speaker John Boehner has called for the House to either take action on its bill or close it. That could clear the House to consider the Senate bill.

The country's infrastructure has been ignored for too long, and it is in dire straits. This is an important and necessary extension of the Transportation bill. It will make needed improvements to our transportation infrastructure and, just as important, it is a real job-creator.

This is an editorial from Oklahoma—far from a blue State. They want us to finish our work, and they are calling on Speaker BOEHNER to do it.

Here is another red State, the Fort Worth Star-Telegram:

What an exciting thing to see the U.S. Senate pass a surface transportation funding bill last week on a 74-22 vote. Such bipartisan support for maintaining and improving this crucial part of the national infrastructure makes it almost seem like the good old days in Washington. . . .

At one point, [House Speaker John Boehner] said he would put the Senate bill before the House. . . .

Now he says:

It's beginning to look like Boehner doesn't have a clue what the House will do. . . .

If the Star-Telegram is right and BOEHNER doesn't have a clue as to what to do, I would like to respectfully ask him to take up the Senate bill and pass it.

We just passed a bill they sent us with 73 votes. Our bill passed with 74. We did it. They should do it. In their bill that we passed, there is not one estimate of how many jobs will be created by it—not one. We are hoping there will be. It is the IPO bill. This one is 3 million jobs, unequivocal. They name a bill the "JOBS bill," they send