

from the tree. Charlie was an outstanding Georgian, an outstanding American, an outstanding member of our State and our bar and our bench. I am so proud to be a part of those who recommended this nominee to the President of the United States.

I yield for my colleague, Senator CHAMBLISS.

The PRESIDING OFFICER. The Senator from Georgia.

Mr. CHAMBLISS. Mr. President, I rise with my colleague Senator ISAKSON today in support of Judge Julie Carnes, who has been nominated by the President to serve as a circuit court judge for the 11th Judicial Circuit.

Judge Carnes has been a Federal district court judge for the Northern District of Georgia since 1992. She has been the court's chief judge since 2009. Her time on the district court has prepared her well for going to the 11th Circuit.

However, her preparation started long before she was confirmed to her current seat on the Northern District bench. For starters, being a judge is in her blood. As Senator ISAKSON referenced, her father Charlie Carnes was many things to many people. He was a Navy veteran, a State legislator, and a loving father. But for those of us in the Georgia legal community, from whence I came, we remember him best for his 20 years of service as a Fulton County State court judge, the last 17 years of which he served as chief judge.

After growing up in Atlanta, Judge Julie Carnes attended the University of Georgia where she earned both her bachelor and her law degrees. She then went on to clerk for Judge Lewis Morgan on the old Fifth Circuit Court of Appeals. Once she finished her clerkship, she served as an assistant U.S. attorney for more than a decade before assuming her position on the Northern District court bench. It is difficult to imagine a more qualified circuit court nominee than Julie Carnes.

The Senate Judiciary Committee appears to share my confidence. She was reported out by voice vote without a single objection to her nomination.

Moreover, this is a seat that needs to be filled, and it needs to be filled quickly. The 11th Circuit is the third busiest circuit in the country. Senator ISAKSON and I have been working very closely with the White House to address this vacancy since it came on 2 years ago.

Julie Carnes is my dear friend. I have known her for many years. She is the consummate trial court judge, receiving accolades from every single sector of the bar that regularly appears before her. Senator ISAKSON and I worked very closely with the President, as he indicated. We also worked with Senator LEAHY and Senator GRASSLEY and Kathy Ruemmler, the White House counsel, whom I particularly commend, someone who was very persistent. She was very professional in all of her dealings with us. It was a real pleasure to work with the White House securing a

number of nominees, the first of which to come to this floor for confirmation is Judge Julie Carnes. This has been a long and arduous process, but there is no questioning its results.

I am pleased to recommend this highly qualified nominee. I urge my colleagues to support her confirmation.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. CARDIN. I ask unanimous consent that the order for the quorum call be rescinded.

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

CONCLUSION OF MORNING BUSINESS

The PRESIDING OFFICER. Morning business is closed.

EXECUTIVE SESSION

NOMINATION OF JULIE E. CARNES TO BE UNITED STATES CIRCUIT JUDGE FOR THE ELEVENTH CIRCUIT

The PRESIDING OFFICER. Under the previous order, the Senate will proceed to executive session to consider the following nomination, which the clerk will report.

The assistant legislative clerk read the nomination of Julie E. Carnes, of Georgia, to be United States Circuit Judge for the Eleventh Circuit.

The PRESIDING OFFICER. Under the previous order, there will now be 2 minutes of debate equally divided between the two leaders or their designees prior to a vote on the nomination.

Mr. CARDIN. I yield back our time.

The PRESIDING OFFICER. Without objection, all time is yielded back.

The question is, Will the Senate advise and consent to the nomination of Julie E. Carnes, of Georgia, to be United States Circuit Judge for the Eleventh Circuit?

Mr. ISAKSON. I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There appears to be a sufficient second.

The clerk will call the roll.

The assistant legislative clerk called the roll.

Mr. DURBIN. I announce that the Senator from Alaska (Mr. BEGICH), the Senator from Louisiana (Ms. LANDRIEU), the Senator from Missouri (Mrs. MCCASKILL), and the Senator from New Jersey (Mr. MENENDEZ), are necessarily absent.

Mr. CORNYN. The following Senators are necessarily absent: the Senator from Florida (Mr. RUBIO) and the Senator from Louisiana (Mr. VITTER).

The PRESIDING OFFICER (Mr. DONNELLY). Are there any other Senators in the Chamber desiring to vote?

The result was announced—yeas 94, nays 0, as follows:

[Rollcall Vote No. 233 Ex.]

YEAS—94

Alexander	Franken	Murphy
Ayotte	Gillibrand	Murray
Baldwin	Graham	Nelson
Barrasso	Grassley	Paul
Bennet	Hagan	Portman
Blumenthal	Harkin	Pryor
Blunt	Hatch	Reed
Booker	Heinrich	Reid
Boozman	Heitkamp	Risch
Boxer	Heller	Roberts
Brown	Hirono	Rockefeller
Burr	Hoeben	Sanders
Cantwell	Inhofe	Schatz
Cardin	Isakson	Schumer
Carper	Johanns	Scott
Casey	Johnson (SD)	Sessions
Chambliss	Johnson (WI)	Shaheen
Coats	Kaine	Shelby
Coburn	King	Stabenow
Cochran	Kirk	Tester
Collins	Klobuchar	Thune
Coons	Leahy	Toomey
Corker	Lee	Udall (CO)
Cornyn	Levin	Udall (NM)
Crapo	Manchin	Walsh
Cruz	Markey	Warner
Donnelly	McCain	Warren
Durbin	McConnell	Whitehouse
Enzi	Merkley	Wicker
Feinstein	Mikulski	Wyden
Fischer	Moran	
Flake	Murkowski	

NOT VOTING—6

Begich	McCaskill	Rubio
Landrieu	Menendez	Vitter

The nomination was confirmed.

NOMINATION OF MICHAEL ANDERSON LAWSON FOR THE RANK OF AMBASSADOR DURING HIS TENURE OF SERVICE AS REPRESENTATIVE OF THE UNITED STATES OF AMERICA ON THE COUNCIL OF THE INTERNATIONAL CIVIL AVIATION ORGANIZATION

The PRESIDING OFFICER. Under the previous order, the Senate will proceed to the consideration of the following nomination, which the clerk will report.

The assistant legislative clerk read the nomination of Michael Anderson Lawson, of California, for the rank of Ambassador during his tenure of service as Representative of the United States of America on the Council of the International Civil Aviation Organization.

The PRESIDING OFFICER. Under the previous order, there will be 2 minutes of debate equally divided prior to a vote on confirmation of the nomination.

Mr. REID. Mr. President, I yield back any time.

The PRESIDING OFFICER. Is there objection?

Without objection, all time is yielded back.

The question is, Will the Senate advise and consent to the nomination of Michael Anderson Lawson, of California, for the rank of Ambassador during his tenure of service as Representative of the United States of America on the Council of the International Civil Aviation Organization?

The nomination was confirmed.

NOMINATION OF EUNICE S. REDDICK TO BE AMBASSADOR EXTRAORDINARY AND PLENIPOTENTIARY OF THE UNITED STATES OF AMERICA TO THE REPUBLIC OF NIGER

The PRESIDING OFFICER. Under the previous order, the Senate will proceed to the consideration of the following nomination, which the clerk will report.

The assistant legislative clerk read the nomination of Eunice S. Reddick, of the District of Columbia, a Career Member of the Senior Foreign Service, Class of Minister-Counselor, to be Ambassador Extraordinary and Plenipotentiary of the United States of America to the Republic of Niger.

The PRESIDING OFFICER. Under the previous order, there will be 2 minutes of debate equally divided.

Mr. REID. Mr. President, I ask unanimous consent that time be yielded back.

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

The question is, Will the Senate advise and consent to the nomination of Eunice S. Reddick, of the District of Columbia, a Career Member of the Senior Foreign Service, Class of Minister-Counselor, to be Ambassador Extraordinary and Plenipotentiary of the United States of America to the Republic of Niger?

The nomination was confirmed.

The PRESIDING OFFICER. Under the previous order, the motions to reconsider are considered made and laid upon the table and the President will be immediately notified of the Senate's action.

LEGISLATIVE SESSION

BRING JOBS HOME ACT—MOTION TO PROCEED—Continued

The PRESIDING OFFICER. The Senate will resume legislative session.

The majority leader.

Mr. REID. Mr. President, I now move to proceed to S. 2569. Is that pending?

The PRESIDING OFFICER. The Senator is correct; the motion is pending.

CLOTURE MOTION

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

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

The assistant legislative 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 debate on the motion to proceed to calendar No. 453, S. 2569, a bill to provide an incentive for businesses to bring jobs back to America.

Harry Reid, John E. Walsh, Debbie Stabenow, Amy Klobuchar, Patty Murray, Bernard Sanders, Tom Harkin, Richard

J. Durbin, Tom Udall, Robert P. Casey, Jr., Christopher Murphy, Tammy Baldwin, Jon Tester, Mark Begich, Sheldon Whitehouse, Carl Levin, Christopher A. Coons.

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.

The Senator from California.

INFRASTRUCTURE

Mrs. BOXER. Mr. President, I am very proud to be on the floor this evening with colleagues for whom I have a great deal of respect. We have been working so hard across party lines to call the Nation's attention to the problems we are facing funding our transportation system. We all know there are many things in the world we cannot control and many things that are causing tremendous frustration.

I went home this weekend and my constituents came up to me and said: Senator, we cannot even look at our television sets with the tragedies that are unfolding. They feel, as I do and I know our President does, that the tragedies we are witnessing have been born out of historic animosities, and it is very difficult. If we could wave our wand and make things better in all of these areas, we would do so. We will try, and we will push. We are having a meeting with the Foreign Relations Committee, and we are going to move to speak sanity to the world. There is a crisis we can avert and there is a problem we can solve, and that is fixing the highway trust fund shortfall.

For those who don't know, the highway trust fund was created by President Dwight Eisenhower in 1956. He created the trust fund, and it was a brilliant move because he realized and said that we are developing an Interstate Highway System. He said, this is one country, and we have to be united, a physically united country, so we can move goods and people and make this country work. Since then, we have always had bipartisan support for the trust fund.

Why is it in trouble? The trust fund is in trouble because the Federal tax gas receipts have not kept pace with inflation and the rising cost of keeping highways and bridges safe. Some of our bridges are well over 50 years old. I have lived a while, and I can tell you that when you get a little older, you need a little attention, and the fact is our infrastructure is aging and we have to pay attention to it. This is not the time to walk away from this crisis.

Some may wonder why Senator BOXER is showing a photo of a football stadium. This is actually a picture of one of the Super Bowls. There are 100,000 people in this photograph. Do you know there are 700,000 unemployed construction workers? They would fill seven of these stadiums. The good news is there used to be 2 million unemployed construction workers at the height of the recession. We have gotten it down to 700,000, but we still cannot afford this.

What is the economic impact of the failure to act? It is pretty simple—millions of jobs. Because you have the construction jobs, and then you have all the benefits to communities when we have the workers around there—whether it is our cities, being able to have restaurants that are filled, and all the kinds of things which happen when you put people to work in a community.

Millions of jobs and thousands of businesses depend on the highway trust fund and those businesses and those workers are counting on us. You may say: Is there really a problem? Well, 70,000 of our bridges are structurally deficient. Keep these numbers in mind in case you are asked about it at a party—70,000 bridges are deficient and 700,000 construction workers are unemployed and 50 percent of our highways are in less than good condition.

Is this a frivolous issue we are talking about here? The 2012 Urban Mobility Report from Texas A&M said the financial cost of traffic congestion in 2011 was \$121 billion, or about \$818 per commuter. Of that total, about \$27 billion was wasted time and diesel fuel from trucks moving goods on the system.

A 2013 survey by the National Association of Manufacturers says 65 percent answered that our infrastructure is insufficient.

I will tell you some of the ideas to fix it. I am not just out here saying words. I have ideas on how to fix it. One of the ideas was put forth by Senators MURPHY and CORKER. We will hear from Senator CORKER in a moment.

One of their suggestions was to modify the gas tax to meet current needs, and that is pretty straightforward. We have been doing this forever. It is very simple and supported by the Chamber of Commerce and supported by just about everybody.

There is another way to do it that was thought of by the Republican Governor of Virginia. I support this. Let me be clear, I will support all of these measures.

The second suggestion is to replace the existing cents-per-gallon gas tax with a fee on the wholesale price of gasoline from the refinery. I like that because it is a broader way to pay for it.

I drive an electric hybrid, and as a result, I don't fill my car very often. In 2 years we filled it up 4 times. I am not paying my fair share. This would be a more broad-based fee.

The third suggestion is repatriation, which is a very interesting concept, and I know Senator PAUL supports it. It is complicated in terms of the way it scores, but the fact is it would bring in \$23 billion over the first couple of years, and it would give a break to some of our businesses.

So many of my colleagues spent so much time on this. I will not go on except to read the names of the supporters of this legislation.

The supporters of the proposal that Senators MURPHY and CORKER have