

So when the head of the agency that allowed that big breach to happen testified before a Senate subcommittee yesterday, you would think she would have come with a detailed action plan. You would think she would have announced that heads were rolling. You would think she said this could never ever be allowed to happen again under her watch. That is what the American people expect when a breach happens in the private sector and information is stolen. Why should they not expect as much from the public sector? But what did we hear instead? World-class buck-passing. World-class buck-passing. A complete lack of accountability and urgency. That tired and predictable excuse that the absence of leadership can be solved by throwing a few more dollars at the problem.

Well, Congress can certainly look at the funding angle. I know we will. But as we learned yesterday, it was not just the old stuff that was breached, it was the new stuff, too. More money is not going to solve a management problem, either. Let's be honest. This appears primarily to be a management problem. This appears primarily to be a management problem.

Here is what the American people were really looking for the OPM Director to address: Accountability. Accountability. A plan for the future. Confidence in the ability of the bureaucracy they hired and rarely, if ever, can fire to break out of the stereotype and show they can put the people's concerns first.

I thank Chairman BOOZMAN for holding that hearing. We learned a lot, but it is not the end of the story. The OPM Director will testify tomorrow before Chairman RON JOHNSON's homeland security committee, too. I hope she will take that opportunity to articulate a credible plan of action. I hope she will better address the legitimate concerns of the American people. That means a resolve to get to the bottom of what happened. That means giving the American people renewed confidence in a creaking bureaucracy. And that means pledging to work with policymakers to enact real reforms rather than simply accepting failure.

Whatever happens tomorrow, one thing does not change: the need for the Intelligence Committee's cyber security bill we tried to pass earlier this month. I am going to continue working with my colleagues toward that end. In the meantime, I look forward to seeing what happens in tomorrow's committee meeting.

RECOGNITION OF THE MINORITY LEADER

The PRESIDING OFFICER. The Democratic leader is recognized.

CYBER SECURITY

Mr. REID. Mr. President, the senior Senator from Kentucky is certainly right that we need to move on cyber se-

curity. I have known that for many years, and we have tried. Why have we not done something on it? Because of filibusters by the Republicans. We had a bill that had been worked on for years that we brought before the Senate. But instructions were given from the Chamber of Commerce, and the Republicans dutifully walked down here and voted no, stopping us from moving forward on the bill. The Chamber said—and obviously Republicans agreed—this is not something for the government. It should be done in-house.

Well, my friend the Republican leader rails against the government, but he should also understand that this is a situation which involves the private sector also. We could name 25 companies, 50 companies, 100 companies that have been hacked and hacked very badly, not the least of which are Sony and Target.

It is hard for me to comprehend that my friend, my counterpart, is here talking about the need to do something about cyber security when he is the leader of the Republicans who have stopped us from doing this.

There is a bill—it is not a perfect bill; it is far from it—a bipartisan bill. It has the support of the chairman and ranking member of the Intelligence Committee. We could get to work on that right now. We should do that. I repeat, it is not perfect legislation, but it is certainly a step forward.

My friend said he wants heads to roll. If that were the case, then there are a lot of heads to roll in the public sector and the private sector because they do not have the tools to do much about this hacking. We need to help them with appropriate legislation. I hope we can do that and do it very soon. I remain committed to turning to cyber security as quickly as we can. We need to get that done. I hope we can get that done. On that issue, we could go to that legislation right now. Do you know why we are not going to go to it right now? Because the Republicans have holds on the bill. So the Republican leader will file a motion to invoke cloture on moving forward on this legislation. We are ready to move on it now. Again, the problem is on the Republican side, not our side.

TRANSPORTATION FUNDING

Mr. REID. Mr. President, our great country faces yet another manufactured crisis. In just a few weeks from now, the end of July—and that is coming quickly—on July 31, the authority for the recent extension of the highway trust fund will expire. The U.S. Department of Transportation will not be able to make payments to our States for highways, bridges, railways. All transportation agencies will likely postpone or cancel roadwork during the busy summer construction season. Why? Because they have no money. They know the highway Surface Transportation Program has been stymied as a result

of 33 short-term extensions forced upon us by the Republicans in the Senate—33. How can these agencies plan ahead? They can't.

Before this crisis becomes full-blown, Democrats want to work with Republicans on a long-term reauthorization of the highway program. I know there are Members of the majority who want to do something about this.

The Presiding Officer has a plan to take care of highways. Is it a perfect plan? Of course it is not perfect, but it sure is a good step forward to do something about this program, something that is long term.

This crisis is about jobs, hundreds of thousands, if not millions, of high-paying construction jobs throughout the country. That is why we challenged the Republican leader to move forward with a robust, long-term surface transportation bill ahead of that deadline.

I am pleased Republicans have joined with Democrats to schedule a markup—in fact, it is going on right now in the Environment and Public Works Committee—on a 6-year surface transportation bill. This, of course, is an authorization only, but what terrific work done by Senators BOXER and INHOFE. They are an unmatched pair usually in all issues that come before this body, but on this legislation they are a matched pair. I admire and appreciate what they are going to mark up in just a few minutes. It is an authorization but a big step forward.

But next comes the need for funding what they authorize and maybe a little more. Their legislation will modernize our Nation's crumbling infrastructure. The bill the EPW Committee will consider is \$275 billion. That includes modest increases of funding over the next 6 years. But modest increases, while important, will not allow us to make the investments our transportation system really needs. Every day we learn of new examples about the state of disrepair of our roads, bridges, our highways, and of course our transit systems.

The highway trust fund is no longer sufficient to fund the investments we so desperately need to rebuild them. Why? Because people's habits have changed. Vehicles have changed. People don't drive—every car they have is not a gas guzzler. We have a lot of electric cars. We have cars that run sometimes on gasoline, sometimes on electricity. We have cars that run on gasoline all the time, but they don't burn much gasoline.

So the trust fund, which was set to take care of all the road needs we have, surface transportation needs—we simply don't have the resources anymore, so we have to look for other resources because, I repeat, the highway trust fund is no longer sufficient to fund these investments we so desperately need to rebuild them. We know this because over the past few years Congress has transferred billions of dollars to make up the shortfall in the trust fund revenues.

Today, it is important to thank again Senators INHOFE and BOXER for

their leadership in marking up this bill.

I hope the new chairmen of the Banking, Commerce, and Finance Committees will demonstrate the same sense of urgency and schedule markups for their portion of the surface transportation legislation. Despite the common knowledge about the expiration of surface transportation funding, Republicans have delayed the important work of writing a bipartisan bill for far too long.

Our good citizens don't deserve another exercise in crisis management like we are seeing this week in the Export-Import Bank. Democrats have laid out a clear timetable and process for bipartisan negotiations. A long-term, robust bill can pass before the August recess.

To recap, we requested a number of things, but let me mention a few of them: hearings in each of the authorizing committees by June 23—we know how that has already passed—bipartisan markups in all authorizing committees by July 10 that include robust increases for highways, transit, passenger rail, and of course all kinds of new safety programs and maintain those we have; and basically a long-term bill on the Senate floor by July 20.

If the Republican leader continues to avoid conducting business on Fridays, we have only 15 session days in the month of July; that is, 15 days to address our country's major surface transportation needs and help our struggling economy by providing lots and lots of jobs. The clock is ticking.

At a hearing on the funding gap last week, Senator HATCH said: "As chairman of the [Finance] committee, I intend to solve this problem."

Well, I appreciate that very much. I am taking him at his word. Senate Democrats are ready to work with Republicans to grow, not cut, our transportation funding. But I say to my friend the senior Senator from Utah, please, please do something that is more than another short-term extension. We need a 6-year bill. Every State in the Union needs that. We have had them in the past, but now the Republicans, learning how to filibuster—they have stopped, basically, everything we have tried to do in this regard.

We cannot—I say to my friend from Utah—we cannot have another extension. I repeat, this would be the 34th short-term extension. Enough is enough. We need to move forward with a plan that funds our Nation's infrastructure, supports jobs, and grows our economy, creating hundreds of thousands of jobs. Americans rely on a strong transportation system to travel. They do this to commute and also, of course, to move goods across the country.

This program was the brainchild of Dwight D. Eisenhower, the President of the United States, when he called upon his experience as a young military officer in trying to bring military equip-

ment and men across the country. It was very difficult. As a young military officer he said: Someday, if I have any ability to change this, I will—and he did. The National Highway System is Eisenhower's highway system. This is not a program that was developed by anyone other than Dwight Eisenhower.

So temporary funding for the highway trust fund leads only to uncertainty, slowing construction, and of course hurting economic development in every State of our Nation. The Republican leadership should act now to avoid this looming deadline and support long-term investment into our Nation's crumbling infrastructure.

Mr. President, I see no one on the floor so I would ask what the business of the day is.

RESERVATION OF LEADER TIME

The PRESIDING OFFICER. Under the previous order, the leadership time is reserved.

DEFENDING PUBLIC SAFETY EMPLOYEES' RETIREMENT ACT

The PRESIDING OFFICER. Under the previous order, the Senate will resume consideration of the House message to accompany H.R. 2146, which the clerk will report.

The legislative clerk read as follows:

House message to accompany H.R. 2146, an act to amend the Internal Revenue Code of 1986 to allow Federal law enforcement officers, firefighters, and air traffic controllers to make penalty-free withdrawals from governmental plans after age 50, and for other purposes.

Pending:

McConnell motion to concur in the amendment of the House to the amendment of the Senate to the bill.

McConnell motion to concur in the amendment of the House to the amendment of the Senate to the bill, with amendment No. 2060 (to the House amendment to the Senate amendment to the bill), to change the enactment date.

McConnell amendment No. 2061 (to amendment No. 2060), of a perfecting nature.

Mr. REID. I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

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

The PRESIDING OFFICER (Mr. COTTON). Without objection, it is so ordered.

Mr. MURPHY. Mr. President, I ask unanimous consent to speak as in morning business.

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

GUN VIOLENCE

Mr. MURPHY. Mr. President, we had a wonderful event last night here in Washington that I was able to attend. It was a night honoring champions for anti-gun violence measures across the

country. It was put on by Sandy Hook Promise, which is an organization that has grown up out of the tragedy in Sandy Hook. A number of parents have become the organizers of an effort to try and learn from what happened at Sandy Hook and make sure we don't repeat the mistakes of the past.

We actually got to honor two of our colleagues there. We honored Senator PAT TOOMEY for his work 2 years ago on the background checks bill, as well as Senator STABENOW, who, of course, has been a great advocate for increasing resources in our mental health system. And as wonderful a night as it was to honor these champions of change, it also was a night in which we were reminded about that terrible morning in December of 2012.

We watched a short video of the news coverage, and we listened to the parents of Daniel Barden and Dylan Hockley. The husband of Mary Sherlach talked to us about what their lives have been like in the years since that shooting at Sandy Hook.

I remember the hours and days after the shooting. I remember feeling like I needed to be really restrained about talking about the obvious policy issues that, to me, were due for airing and that sort of tumbled out of the facts surrounding that tragedy. I mean, this kid—this really troubled young man—walked into a school with a semiautomatic weapon designed for the military and shot 20 kids in less than 5 minutes. This gun was designed for the military, designed to kill as many people as quickly as possible, and it killed every single kid it hit. There were 20 kids shot. Twenty kids were dead in a matter of minutes.

So it seemed to me we should have an immediate discussion about why this kind of gun is still legal. But I held back because it felt like the mourning and the grieving should take precedence over action. It took me only up to the first wake that I attended to realize I was wrong. Senator BLUMENTHAL and I went to every single wake and every funeral we could over the course of that first week—and there were dozens.

At first, I remember waiting in a really long line, standing next to Senator BLUMENTHAL. I remember as if it were yesterday, talking to a sobbing mother, who was standing in front of us waiting in that line and telling us about how her child survived the shooting only because she had been sick that day and she stayed home from school. But all her daughters' friends were dead. As we approached that family, I remember struggling with what to say. I am lucky that the senior Senator from Connecticut, who sits behind me in the Chamber, had the right words ready. He said to the parents something like this: If you are ever ready or willing to talk about how we make sure this doesn't happen again, we will be waiting. The dad didn't pause more than a few seconds before he said, clear as day: We are ready now.