of the labor union; the National Union of Operating Engineers and Carpenters and Joiners; the Associated General Contractors of America.

It is rare that you have a bill that garners the support of so many from across this great country of ours. But it is about making sure that the WRDA infrastructure in this country is up to the task it faces. We have to be ready for whatever hits us by way of floods, hurricanes, disasters. We have to be ready for ecosystem restoration and all the rest. I left out the corn growers, who supported us also, and they sent us a letter. So from the corn growers to the carpenters, this is a bill everybody wants.

I hope my colleagues will come over, and I hope we get a huge vote in favor of this bill and we can go into conference, where we will have six Democrats and five Republicans, and we will sit down with our counterparts and bring a product back that everybody can be pleased with.

I think we are about ready for the vote; is that correct?

The PRESIDING OFFICER. The time of the majority has expired. The minority has 1 minute 4 seconds.

Mr. INHOFE. With 1 minute left, I think it is very important. There are a lot of people who didn't get everything they wanted. Every time we pass an authorization bill, whether it is transportation or a WRDA bill, if you don't have a lot of people upset, then you didn't do a very good job. We had to shave a lot of places. This sets us up, and this offers us discipline for the appropriation process when it comes along.

I say to my good conservative friends, this is the best way to do it, so we know when appropriation bills come up, certain things have been done. This is a major accomplishment. We were able to pass this before, last year. We are hoping now we are going to conference, and we can come back with something we can all support. I believe we will.

I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There is a sufficient second.

The PRESIDING OFFICER. Under the previous order, the substitute amendment, as amended, is agreed to.

The substitute amendment (No. 1065), as amended, was agreed to.

The PRESIDING OFFICER. The question is on the engrossment of the amendment and third reading of the bill.

The amendment was ordered to be engrossed, and the bill to be read a third time.

The bill was read the third time.

The PRESIDING OFFICER. The bill having been read the third time, the question is, Shall the bill, as amended, pass? The clerk will call the roll.

The assistant legislative clerk called the roll.

Mr. DURBIN. I announce that the Senator from Delaware (Mr. BIDEN), the Senator from South Dakota (Mr. JOHNSON), and the Senator from Illinois (Mr. OBAMA) are necessarily absent.

Mr. LOTT. The following Senators are necessarily absent: the Senator from North Carolina (Mrs. DOLE) and the Senator from Arizona (Mr. MCCAIN).

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

The result was announced—yeas 91, nays 4, as follows:

[Rollcall Vote No. 170 Leg.]

YEAS—91

Akaka	Durbin	Mikulski
Alexander	Ensign	Murkowski
Allard	Enzi	Murray
Baucus	Feingold	Nelson (FL)
Bayh	Feinstein	Nelson (NE)
Bennett	Graham	Pryor
Bingaman	Grassley	Reed
Bond	Hagel	Reid
Boxer	Harkin	Roberts
Brown	Hatch	Rockefeller
Brownback	Hutchison	Salazar
Bunning	Inhofe	Sanders
Burr	Inouye	Schumer
Byrd	Isakson	Sessions
Cantwell	Kennedy	Shelby
Cardin	Kerry	Smith
Carper	Klobuchar	Snowe
Casey	Kohl	Specter
Chambliss	Kyl	Stabenow
Clinton	Landrieu	Stevens
Cochran	Lautenberg	Tester
Coleman	Leahy	Thomas
Collins	Levin	Thune
Conrad	Lieberman	Vitter
Corker	Lincoln	Voinovich
Cornyn	Lott	Warner
Craig	Lugar	Webb
Crapo	Martinez	Whitehouse
Dodd	McCaskill	Wyden
Domenici	McConnell	
Dorgan	Menendez	

NAYS—4

Coburn	Gregg
DeMint	Sununu

NOT VOTING—5

Biden	Johnson	Obama
Dole	McCain	

The bill (H.R. 1495), as amended, was passed.

The PRESIDING OFFICER. Under the previous order, the motion to reconsider is considered made and laid upon the table.

The Senate insists on its amendment, requests a conference with the House, and the Chair is authorized to appoint conferees with a ratio of 6 to 5.

Mrs. BOXER. Mr. President, I just want to say to all of my colleagues that this was a wonderful vote tonight, and I think the country will be very grateful because it has been 7 years since we have had a Water Resources Development Act. We desperately need to keep up the country's infrastructure with our needs, and this bill is a wonderful step in that direction. We are all set to go to conference with the House. I have already had some conversations with Congressman OBERSTAR. We are looking forward to getting this back and moving forward.

Again, to the staffs on both sides, thank you so much. To colleagues on the committee, thank you very much. To, of course, the ranking member, Senator INHOFE, I want to say again that without his partnership we never could have come to this point. I think every State in the Union will be grateful because we worked together across party lines to achieve something that is 7 years in the making, something that we really needed—this water resources bill.

Ms. STABENOW. Mr. President, would my distinguished colleague yield?

Mr. President, I would like to say thank you to the distinguished chair of the Environment and Public Works Committee for all her hard work. Nobody cares more about water resources than the Great Lakes States. I don't know, we may have a rival in California, but certainly the Great Lakes States. We are very grateful for the ability to work with the Senator to do some very positive things and to have such a strong vote on a bipartisan basis, and we appreciate her leadership.

Mrs. BOXER. I thank my colleague very much.

Mr. REID. Mr. President, if there were ever a Senatorial odd couple, it is Boxer-Inhofe. But this odd couple has done some tremendous work legislatively. This bill is long in the making. They have worked extremely hard, through some very difficult negotiations.

I am sorry Mr. INHOFE is not here, but it is a wonderful piece of work, and they both should be very proud of their accomplishments. We are going to get this bill to conference as quickly as we can, and I am confident they will be able to work this out very quickly. This is a remarkably good piece of legislation. The public should know even odd couples in the Senate can do great things.

Mrs. BOXER. Mr. President, I thank my colleague. I do wish to say, as I mentioned before, not only did the principals work well together, but the staffs did as well. I got to know the staff on the other side of the aisle. I really have enjoyed working with them. They are very fair. They represent their boss very well.

One thing about the staff across the aisle here is they have respect for each other. They tell each other the way they feel. It is the only way to work around here. You are only as good as your word. We had some tough moments here.

I also wish to thank the floor staff. I don't want to start naming names, but the floor staff on both sides were so helpful, because for me, this is my first major bill I ever managed, so clearly I needed a little direction. I am very fortunate to have all of this support from both sides of the aisle. I will mention Lula and Dave just because I happen to see them in front of me.

Mr. LEVIN. Mr. President, I am pleased that the Senate has passed the Water Resources Development Act, WRDA, of 2007, which authorizes important water projects for Michigan, the Great Lakes region, and the Nation. After waiting nearly 7 years since the last WRDA bill was passed, I am hopeful that this bill can make its way

through conference and be signed into law by the President.

I am pleased that the Senate Environment and Public Works Committee included several of my requests in the bill and accepted one of my amendments. However, I want to emphasize that this is an authorization bill. The appropriations that are needed to make these authorized projects a reality lie down the road, and have not yet been secured. The next critical step in realizing these projects is to work to secure funding for these projects, which I intend to do.

Included in the WRDA bill is a provision that I filed as an amendment to the bill, which could help address a very serious problem facing the Great Lakes shipping infrastructure. Every year, hundreds of millions of tons of goods are transported through the Great Lakes waterways, and communities throughout the Great Lakes are economically tied to waterborne commerce. Unfortunately, however, the Great Lakes shipping infrastructure is threatened by a significant dredging backlog that has been exacerbated by historically low water levels. The Army Corps of Engineers estimates a backlog of 16 million cubic yards at commercial harbors, which has had very real impacts to Michigan shipping. Several freighters have gotten stuck in Great Lakes channels; ships have had to carry reduced loads, and many shipments have simply ceased altogether. The WRDA bill works to correct this situation by directing the Secretary of the Army to expedite the operation and maintenance, including dredging, of navigation projects in the Great Lakes.

Dredging to the needed depths is critical. According to the Great Lakes Maritime Task Force, a large freighter loses the carrying capacity of 8,000 tons of cargo for each 1-inch reduction in the load draft. A capacity of 8,000 tons can carry enough steel to produce 6,000 automobiles, enough coal to provide 3 hours of electricity for greater Detroit, or enough limestone to build 24 homes. That means that every dollar that can go towards maintaining harbors and navigation channels truly matters.

Although the navigation provision in the bill could be helpful to the overall Great Lakes shipping infrastructure, I remain concerned that the way the Corps of Engineers budgets for dredging projects is unfair to Great Lakes navigation projects, especially smaller harbors. Beginning in fiscal year 2005, the Office of Management and Budget and the Army Corps began implementing new budget guidelines and criteria for funding the Operation and Maintenance of commercial harbors that relied primarily on the amount of tonnage a harbor handles. I raised the Great Lakes dredging situation with the bill managers, and they have agreed to work with me to address this problem in the conference committee.

The bill also includes a provision that I have been working on for many years: the improvement of Michigan's water and sewage infrastructure. The bill includes $35 million for a statewide environmental infrastructure project to correct combined sewer overflows, which is a major source of pollution in the Great Lakes and other waterbodies in Michigan. Combined sewer overflows carry both stormwater and sewage, and these can be discharged into streams, rivers, and lakes during periods of heavy rains. The $35 million provision in WRDA authorizes the Army Corps to partner with communities throughout Michigan to improve their sewer infrastructure. These improvements would not only benefit communities, but would also help protect our precious water resources.

I am also pleased that the bill also authorizes a number of specific projects in Michigan. Of importance, the bill authorizes $20 million for the environmental restoration of Lake St. Clair. In 2005, the Corps completed a report outlining the steps needed in order to restore Lake St. Clair. This bill authorizes the Corps to implement the 2005 recommendations. The plan was drafted through a collaborative process by the stakeholders in the community, which will promote efficiencies and save Federal funds.

Section 1005 of the bill, which authorizes small projects for navigation, includes six important projects for Michigan. First, the Corps is authorized to reconstruct the harbor at Northwestern Michigan College in Traverse City, MI. The renovated harbor would support the operations of the Great Lakes Maritime Academy, our Nation's only freshwater State maritime academy, and vessels associated with the program, including the federally owned and operated *T/S State of Michigan*. The project would include dredging, construction of an eastern arm, reconstruction of the inner harbor area, and general site improvements. Second, section 1005 authorizes the Corps to dredge the outer channel and inner harbor of Menominee Harbor. Low lake levels, which have been prevalent in recent years, and present channel depth are threatening shipping vessels' ability to make deliveries and load at the commercial and industrial sites on the inner channel. This authorization will help support commercial navigation by authorizing dredging and other navigation-related projects to accommodate access to warehousing and commercial operations, which have loading docks on the inner river channel. The additional depth would benefit deep-draft commercial vessel traffic, which has increased over the years and is expected to continue to increase. Third, section 1005 authorizes the Corps to extend and deepen the Ontonagon Channel. The channel extension at Ontonagon Harbor is necessary to allow for better access to Ontonagon's port facilities. Currently, there is only one vessel that can handle the required volume of material for Ontonagon's industrial community that will enter the harbor. Other ships have to back into the harbor to reach the dock and are unwilling to do so because of the prevailing currents at the mouth of the harbor. This authorization can help protect the vital shipping infrastructure in Ontonagon. Fourth, section 1005 authorizes the Corps to make repairs and improvements to the Sebewaing River. The north bank of the Sebewaing River has deteriorated over the years, which is resulting in excessive sedimentation being washed into the river channel from the Saginaw Bay. This project would authorize the repairs, which would result in less frequent dredging being needed. Fifth, this section authorizes the Corps to dredge the Au Sable River in the vicinity of Oscoda. This dredging is crucial so that boaters have access to local marinas, restaurants, and other businesses. Without this dredging, boaters could be prevented from accessing the river, which would be devastating for the tourism economy. Lastly, this section authorizes the Clinton River project, a navigation project that would decrease the amount of the time it would take boaters to get to Lake St. Clair.

Section 1006 authorizes a project that would improve the water quality and natural habitat of the Clinton River. The project would also examine a means to "daylight" the Clinton River under the city of Pontiac. In past years, the river was enclosed in a series of conduits under the city. By restoring the surface flow through the city, the river ecology can be restored, and economic development on the resulting waterfront be promoted.

Section 2037 authorizes the Corps to repair and rehabilitate the Hamilton Dam, located in the Flint River on the campus of the University of Michigan-Flint. Built in 1920, the dam is rapidly deteriorating and the prospect of dam failure and what that would mean to those living downstream continues to be a major concern. Authorizing this project is an important first step in making repairs to the dam.

Finally, section 4019 of the bill authorizes the Corps to study storm damage reduction and beach erosion protection projects along Lake Erie at Luna Pier, MI. The city of Luna Pier lies on the western end of Lake Erie in Monroe County, MI. The shoreline dike system and beach sills that were installed at Luna Pier continue to deteriorate because they are subjected to Lake Erie's severe storms. This study is a first step in making the necessary repairs at Luna Pier to provide adequate storm damage reduction, beach erosion protection, and flood prevention.

The Great Lakes are one of world's greatest natural resources, so I am very pleased that this bill takes some needed actions to protect and restore them.

First, the bill includes an extremely important provision to authorize the Corps of Engineers to complete the dispersal barrier in the Chicago Ship and

Sanitary Canal. In order to prevent aquatic invasive species, such as the Asian carp, from moving between the Mississippi River watershed and the Great Lakes, this dispersal barrier needs to be completed. Specifically, the Corps will be authorized to convert Barrier I into a permanent facility, to complete construction of Barrier II, and to operate and maintain both dispersal barriers at full Federal cost. The Corps is further authorized to study options for hydrologic separation while maintaining the movement of cargo and recreational vessels so that we can determine what a long-term solution should be.

Second, the bill reauthorizes the Great Lakes Remedial Action Plans and Sediment Remediation program and the Great Lakes Tributary Models Program. The Great Lakes Remedial Action Plans and Sediment Remediation Program has allowed the Corps to provide technical support to States and Remedial Action Plan committees so that the United States can meet international obligations. Michigan has several communities that request this assistance from the Corps every year. Using the Great Lakes Tributary Models Program, the Corps has developed computer models to simulate the erosion, transport and deposition of sediments within a watershed, and can be used to evaluate the effectiveness of soil conservation and other source control measures on the loadings of sediments and sediment contaminants to Great Lakes harbors and navigation channels.

Next, this bill brings equity to both the John Glenn Great Lakes Basin Program and the Great Lakes Fishery and Ecosystem Restoration Program so that in-kind contributions count towards the non-Federal cost-share requirements of those programs. Further, the bill clarifies that any reconnaissance studies under the Great Lakes Fishery and Ecosystem Restoration Program are to be performed at Federal expense. This was the original intent when the program was first authorized in 2000.

Lastly, this bill expands the type of beneficial use of dredge material projects eligible for inclusion under this authority. Dredging improves and maintains navigation channels in the Great Lakes and is used for other purposes such as waterfront construction, utilities placement, and environmental remediation. It only makes sense to use the dredge spoils for beneficial purposes rather than disposing of it in the middle of the lakes.

Mr. OBAMA. Mr. President, I would like to applaud the Senator from California, Mrs. BOXER, for her excellent work in swiftly bringing the Water Resources Development Act to final passage in the Senate. When the Senator from California became chairman of the Environment and Public Works Committee at the beginning of the 110th Congress, she pledged that this important bill would receive Senate consideration as quickly as possible. She kept that pledge, and I encourage all supporters of this bill to acknowledge that commitment.

During the 109th Congress, those of us who supported swift enactment of the Water Resources Development Act met considerable obstacles to that goal. I called upon Senate leadership to schedule this bill in the summer of 2005. Later, my colleague, the Senator from Missouri, Mr. BOND, and I worked together on a letter, signed by 40 of our colleagues, calling upon Senate leadership to schedule floor time for this bill. Still later, when we were told that 40 was not enough, that we needed 60 signatures, we came back and got 81. Seven months later, the Senate finally scheduled debate, but the final bill was never finished before the 109th Congress adjourned. It has now been 7 years since the last WRDA bill and it is long overdue.

This bill provides approximately $2 billion for upgrades to locks and dams along the Mississippi and Illinois rivers. Illinois is the largest shipper of corn and soybeans on these rivers and the 70 year old system of locks and dams needs to be upgraded to ensure swifter access to export markets—something, by the way, that competitors like Brazil are doing right now. A significant part of competitive agriculture is about reducing transportation costs, so if we are to strengthen our agriculture markets, we need to strengthen waterway transportation, and that means upgrading these locks and dams.

Despite my longstanding support for WRDA, I was unable to cast a vote on the bill because I was scheduled to give a speech at the time of the vote. However, had I been able to vote, I would have supported the bill.

Mr. FEINGOLD. Mr. President, today I voted in support of the Water Resources Development Act of 2007. While I have concerns about the $15 billion price tag of the Senate bill and Congress' failure to prioritize these new projects and the nearly $60 billion of authorized but unconstructed Corps projects, I strongly support the reform provisions in the underlying bill. These reforms are absolutely essential for improving the Nation's water resources planning and should be the baseline of reforms coming out of conference.

These important reform provisions include independent peer review of costly or controversial Corps projects; dramatic improvements to the Corps' mitigation process; modernizing the Corps' woefully out of date planning guidelines; establishing a new national policy that directs the Corps to avoid impacts to floodplains; and requiring an interagency assessment of the nation's vulnerability to flood and related storm damage and recommendations to improve the Nation's various flood prevention programs.

Senator MCCAIN and I have long championed these reforms, and I thank him and his staff for their continued commitment to this important issue. I also appreciate the support from my colleagues—and the cosponsorship by Senators MCCAIN, COBURN, CARPER, GREGG, SUNUNU, and DEMINT—for the prioritization amendment that I offered. Prioritization is essential to ensure Congress has the information it needs to assess the relative importance of Corps projects. This is not only our fiscal responsibility, but is important to the country's economic development and transportation systems, and our ability to protect citizens and property from natural disasters.

I am very pleased that Senator BOXER, Senator INHOFE, Senator BAUCUS, and Senator ISAKSON reported a WRDA bill that retained the hard-fought reforms from last Congress. Through negotiations and a successful independent review amendment on the floor, we took the first step to ushering in critical reforms to the Corps of Engineers in more than 20 years. As we look ahead to conference, I particularly appreciate Chairman BOXER's commitment to retain these reforms in conference. I thank Chairman BOXER and Majority Leader REID for joining me in a colloquy to this effect.

"Corps reform" has been an ongoing effort over the years. Many of my current and former colleagues, staff, and numerous taxpayer and environmental groups have played a role and I am grateful for all of those efforts. It is my hope that we can honor these efforts and recognize the importance of instituting significant policy changes by enacting a final bill that retains the Senate's strong reforms and keeps the cost to the taxpayer at the current level or less.

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

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

The PRESIDING OFFICER. The Senator from Washington is recognized.

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

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

MORNING BUSINESS

Ms. CANTWELL. Mr. President, I ask unanimous consent that there now be 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 PASSING OF YOLANDA KING

Mr. LEAHY. Mr. President, today our nation mourns the loss of Yolanda King, the eldest daughter of the late Dr. Martin Luther King, Jr., and Coretta Scott King, and the "first daughter" of the civil rights movement.

Yolanda King's life moved in the stream of American civil rights history. Born in segregated Montgomery,