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|------------|-------------|------------|
| Feingold | Leahy | Sanders |
| Feinstein | Levin | Schumer |
| Gillibrand | Lieberman | Sessions |
| Graham | Lincoln | Shaheen |
| Grassley | Lugar | Shelby |
| Gregg | Martinez | Snowe |
| Hagan | McCain | Specter |
| Harkin | McCaskill | Stabenow |
| Hatch | McConnell | Tester |
| Hutchison | Merkley | Thune |
| Inhofe | Mikulski | Udall (CO) |
| Inouye | Murkowski | Udall (NM) |
| Isakson | Murray | Voivovich |
| Johanns | Nelson (NE) | Warner |
| Kaufman | Nelson (FL) | Webb |
| Kerry | Pryor | Whitehouse |
| Klobuchar | Reed | Wicker |
| Kohl | Reid | Wyden |
| Kyl | Risch | |
| Landrieu | Roberts | |

NAYS—1

Coburn

NOT VOTING—7

| | | |
|---------|-------------|--------|
| Bond | Lautenberg | Vitter |
| Johnson | Menendez | |
| Kennedy | Rockefeller | |

The nomination was confirmed.

The PRESIDING OFFICER. Under the previous order, the motion to reconsider is considered made and tabled. The President shall be notified of the Senate's action.

LEGISLATIVE SESSION

The PRESIDING OFFICER. The Senate will now resume legislative session. The majority leader is recognized.

UNANIMOUS CONSENT
AGREEMENT—H.R. 627

Mr. REID. Mr. President, I ask unanimous consent that at 3 p.m. Monday, May 11, the Senate proceed to Calendar No. 55, H.R. 627; and that once the bill is reported, Senator DODD or his designee be recognized to offer the Dodd-Shelby substitute; further that the cloture motion on the motion to proceed be withdrawn.

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

Mr. REID. Mr. President, Senators Dodd and Shelby have done very good work on this bill. This is a bill that passed the House with some 377 votes. It is a very important piece of legislation. It is bipartisan in nature. I had a press event this morning—actually it was 12:30—with Senator DURBIN, Senator SCHUMER, and Senator MURRAY.

There I made the best case I could to talk about how much we have been able to get done with the help of the Republicans. We have done some good work, and more indication of that is what we have been able to do with this piece of legislation. It is important that we get this done, that we finish it.

We are not going to go to tobacco until we come back. We are going to finish the work we have to do on the supplemental appropriations bill. We hope to get some nominations done. But we have had some real good work. I am very happy with the way we have worked together. We have a lot more work together we need to do, but this is certainly a step in the right direction.

MORNING BUSINESS

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

This will be the last vote of the week. We will not have another vote until Tuesday.

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

The Senator from Illinois is recognized.

NATIONAL TRAIN DAY

Mr. BURRIS. Mr. President, many of my colleagues and citizens across the country recognize this Saturday as National Train Day, a celebration of 140 years of coast-to-coast rail travel in the United States.

I rise to commemorate the proud history of America's railways, but also to mark this as a time for more than celebration.

We must see this occasion as an opportunity to look ahead, to reinvest in our nation's infrastructure and begin a fresh chapter of high-speed rail service.

In May of 1869, the Central Pacific and Union Pacific Railroads were joined in the remote Utah desert, connecting the east and west coasts of the United States and completing the very first transcontinental railroad in our Nation's history.

For almost a century and a half since, trains have transformed the way goods are transported and intercity passengers reach their destinations.

From the moment of their birth, America's railroads have represented our efforts to meet the challenges and opportunities of living in a Nation that spans a continent.

The rails that connected Atlantic to Pacific became the backbone upon which we built American commerce and ingenuity. In many ways they defined the fabric of our culture, laying the foundation that allowed our civilization to push the American frontier ever westward.

Every year, Amtrak transports 28 million Americans between 500 communities in 46 States.

Intercity passenger rail is 18 percent more energy efficient than air travel and 25 percent more efficient than automobiles, making the modern locomotive one of the most refined and environmentally friendly technologies in American history.

I have seen this firsthand. My early life was shaped in part by the great American railway. I was raised in Centralia, IL, a small town that was very much centered around the railroad.

We lived along a major line originating in Chicago, a national transportation hub that ships goods, passengers and economic opportunity to every community it touches as the trains set out across the American heartland.

Like many in our town, my father, grandfather and four great uncles

worked many years for the Illinois Central Railroad.

I am proud to be a part of the legacy that he and many others helped to create in Illinois and across the country, a legacy that continues to shape us even today.

But now the aging infrastructure that gave definition to this country is badly in need of repair. The time has come once again to invest in rail travel.

Throughout my career, I have supported high-speed rail technology, which will curb pollution and ease crowding on our roads and in the skies.

Now, under President Obama's leadership, we have the chance to make this dream a reality.

By making a substantial investment in clean, safe high-speed rail, we can renew the deep connections that bind our cities and states to one another and to our shared national identity.

We can create jobs, revitalize our economy, protect our environment, and continue the proud tradition of our national railways.

I ask my colleagues to join with me in reaffirming this commitment to modern rail service. I am glad that so many recognize the importance of railroads in shaping the past we share. But this year, on National Train Day, we should celebrate our past by looking to the future.

I yield the floor and suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. UDALL of Colorado). The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

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

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

Mr. WYDEN. Mr. President, I ask unanimous consent to speak in morning business for up to 15 minutes.

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

HEALTH CARE

Mr. WYDEN. Mr. President, the Senate Finance Committee, on which I serve, is about to take up the toughest issue in the debate about health care reform; that is, the question of how to pay for it.

To be credible, that means showing that you are not going to sit around and wait for years and years to start cutting costs but, in fact, you are going to start generating savings, in the \$2.5 trillion our country spends on health care, quickly. And you must do it in a bipartisan fashion that is acceptable to our people.

So, today, I offer the four pillars of immediate health care cost containment. Each one of these pillars is an idea that is supported by influential Democratic Senators and influential Republican Senators in the Senate.

The first pillar of immediate health care cost containment requires that