

The result was announced—yeas 68, nays 26, as follows:

[Rollcall Vote No. 276 Leg.]

YEAS—68

Akaka	Gregg	Nelson (NE)
Alexander	Hagan	Nelson (FL)
Baucus	Harkin	Pryor
Begich	Inhofe	Reed
Bennet	Inouye	Reid
Bennett	Johnson	Roberts
Bingaman	Kaufman	Rockefeller
Bond	Kerry	Sanders
Boxer	Klobuchar	Schumer
Brownback	Kohl	Sessions
Burr	Landrieu	Shaheen
Cardin	Lautenberg	Shelby
Carper	Leahy	Stabenow
Casey	Levin	Tester
Cochran	Lieberman	Udall (CO)
Collins	Lincoln	Udall (NM)
Conrad	Lugar	Voinovich
Dodd	McConnell	Warner
Dorgan	Menendez	Webb
Durbin	Merkley	Whitehouse
Feinstein	Mikulski	Wicker
Franken	Murkowski	Wyden
Gillibrand	Murray	

NAYS—26

Barrasso	DeMint	Kyl
Bayh	Ensign	LeMieux
Bunning	Enzi	McCain
Burr	Feingold	McCaskill
Chambliss	Graham	Risch
Coburn	Grassley	Snowe
Corker	Hatch	Thune
Cornyn	Isakson	Vitter
Crapo	Johanns	

NOT VOTING—5

Brown	Cantwell	Specter
Byrd	Hutchison	

The motion was agreed to.

Mrs. MURRAY. Madam President, I move to reconsider the vote and to lay that motion upon the table.

The motion to lay upon the table was agreed to.

RECESS

The PRESIDING OFFICER. Under the previous order, the Senate stands in recess until 2:15 p.m.

Thereupon, the Senate, at 12:50 p.m., recessed until 2:15 p.m. and reassembled when called to order by the Presiding Officer (Mr. WEBB).

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2010—Continued

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 President, I ask unanimous consent that the order for the quorum call be rescinded.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

AMENDMENTS NOS. 2370, 2371, AND 2372

Mrs. BOXER. Mr. President, I have decided to come to the Chamber in my capacity as chairman of the Environment and Public Works Committee to address a number of Coburn amendments that he has either laid down or intends to lay down, and I hope we can work to defeat these amendments, as I understand them, and I want to say why.

We have a very important relationship with our States when it comes to transportation and highway programs, and we work with them on many aspects of transportation. We have something called the Transportation Enhancement Program. It is a TE program. It was created in 1991 in the ISTEA bill, and one of the purposes was to encourage investments in many areas that have been overlooked. I want to give you an example of those.

Since 1992, because of this TE Program, over \$11.5 billion has been made available to the States for some very important purposes that deal with safety, that deal with making sure our highways are kept in a condition we want to see them kept. I will give more examples of the funding. But over that period of time, that \$11.5 billion has created 399,000 jobs. Let me repeat that. This special program Senator COBURN wants to strip—and he wants to strip parts of it—is responsible for 399,000 jobs since 1992. I am here to say—because I know my friend, Senator MURRAY, agrees with me—of all the times not to visit more job losses on our people, it certainly is now. Jobs are key, and the Coburn amendment is a jobs killer.

Let me tell you about the various areas that fall under this program he is taking the ax to.

Environmental mitigation. This includes projects that address water pollution due to highway runoff. We just read a front-page story in the New York Times where we see terrible water pollution affecting our children. They had a picture of a child who has been drinking water that really has not been tested in the right way according to the law. This child's teeth all have to be capped because his teeth rotted. So we want to make sure we do not let that runoff get into waterways.

Also, we hear about wildlife mortality. Anyone who has seen the result of a crash between a car and, let's say, a deer on a road knows this is a horrific situation for all parties, and it is a matter of life or death for drivers and their passengers. That is what some of this money is used for and that is what our friend, Senator COBURN, wants to take the ax to, as far as I understand it.

Then there are facilities for pedestrians and bicyclists and safety and educational activities for pedestrians. Residents of my State are strong supporters of spending transportation funds on bicycle paths and pedestrian facilities. We all know walking and biking are forms of transportation which should not be cut but, rather, encouraged.

Other categories of TE, the transportation enhancements, that it is my understanding Senator COBURN wants to cut: acquisition of scenic easements and scenic history sites, including historic battlefield sites. Does he think that little of the history of the country that he wants to take an ax to this, scenic or historic highway programs,

including the provision of tourist and welcome center facilities? Again, tourism is one of the things we need to build up. There are many millions of jobs related to tourism, landscaping, and other scenic beautification. We all know and take pride in our communities. Highway beautification, to me, is a key part of our quality of life—historic preservation, rehabilitation, and operation of historic transportation buildings.

We have seen some of those. We have seen them in places as far flung as New York to places in St. Louis, MO, to San Francisco, CA—preservation of abandoned railway cars, including conservation and use of the cars for pedestrian or bike trails; inventory control and removal of outdoor advertising and archeological planning and research. Senator COBURN would have us believe that transportation enhancements are a low-priority project. These are investments that put hundreds of thousands of Americans to work. These are investments that improve safety, prevent pollution, save fuel, and improve the quality of life for millions of Americans.

I wonder if Senator MURRAY and I can engage for a minute here through the Chair.

What is the timing of when these amendments will be voted on? Can the chairman tell me?

Mrs. MURRAY. Mr. President, in response to the Senator from California, the Senator from Oklahoma has offered a number of amendments. We are hoping to debate them this afternoon and vote on them tomorrow morning.

Mrs. BOXER. May I ask, through the Chair, if the chairman of the subcommittee would allow me to be heard for a minute before we have a vote on any of these amendments that deal with transportation enhancement programs.

Mrs. MURRAY. Mr. President, we will make sure, as we put together the order for tomorrow, the Senator can be heard before the votes occur.

Mrs. BOXER. I thank the Senator.

I yield the floor.

Mrs. MURRAY. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant bill clerk proceeded to call the roll.

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

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

AMENDMENT NO. 2366, AS MODIFIED

Mr. WICKER. Mr. President, I ask unanimous consent to set aside the pending amendment and call up amendment No. 2366, as modified.

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

The clerk will report.

The assistant bill clerk read as follows:

The Senator from Mississippi [Mr. WICKER] proposes an amendment numbered 2366, as modified.