

care of the rest of the germane amendments and proceed to final passage and ultimately to conference with the House. Let's show that we mean it when we say we are committed to full and open debate and returning to the process that used to serve us well.

The PRESIDING OFFICER. The Senator from Washington.

Mrs. MURRAY. Madam President, I wish to echo what my good friend and partner on this bill Senator COLLINS just said. Similar to all of us, when I go home to my State of Washington, I do not hear a lot from my constituents about partisan politics. They do not ask me which party is up or which party is down. They do not care about the political games and certainly not who is winning or losing them.

The vast majority of people I talk to when I go home ask me what we are doing in Congress to create jobs and get this economy going again. They ask me what we are doing to break through this gridlock and the constant manufactured crises and make sure this country, this economy, is working for them and their families.

They tell me they want Democrats and Republicans working together. They want us to get into a room and put politics aside and put our country first and find some common ground and get something done. That kind of work is far too rare these days, though many of us are fighting to change that. I am very proud the Transportation bill we are about to vote on does just that.

The bill is not exactly what I would have written had I done it on our own or what Senator COLLINS would have done on her own.

The PRESIDING OFFICER. The Senator's time has expired.

Mrs. MURRAY. Madam President, I ask unanimous consent for 30 additional seconds.

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

Mrs. MURRAY. This is a bill that is a compromise that reflect the deep cuts we have set in the spending levels of the Budget Control Act. It reflects the best ideas of both sides. So I urge my colleagues to move past the obstruction, get over the gridlock. Let's show the American people we can work for them.

The PRESIDING OFFICER. The Republican leader.

Mr. MCCONNELL. Madam President, I wish to commend the Senior Senator from Maine for the extraordinary amount of work she and her staff have put into this bill. But regretfully, where we are is cloture on this Transportation bill will be viewed as a question of whether we intend to keep the commitment we made to the American people 2 years ago this month to reduce \$2.1 trillion in spending over the next 10 years.

The House of Representatives is marking to a \$91 billion-a-year lower figure which reflects the law. I believe that if we invoke cloture on this bill and move forward, it will be widely

viewed throughout the country that we are walking away from the commitment we made, on a bipartisan basis, that the President signed just 2 years ago, that we would reduce spending by this amount of money, \$2.1 trillion over the next 10 years.

Regretfully, I would strongly urge my colleagues to keep the bipartisan commitment we made 2 years ago and to vote no on cloture on this bill.

I yield the floor.

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

The bill 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 S. 1243, a bill making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2014, and for other purposes.

Harry Reid, Patty Murray, Barbara A. Mikulski, Jon Tester, Tom Harkin, Jack Reed, Dianne Feinstein, Tim Johnson, Tom Udall, Mark Begich, Christopher Murphy, Patrick J. Leahy, Richard J. Durbin, Bill Nelson, Christopher A. Coons, Amy Klobuchar, Mazie Hirono, Richard Blumenthal.

The PRESIDING OFFICER. By unanimous consent, the mandatory quorum call has been waived.

The question is, Is it the sense of the Senate that debate on S. 1243, a bill making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2014, and for other purposes shall be brought to a close?

The yeas and nays are mandatory under the rule.

The clerk will call the roll.

The bill clerk called the roll.

Mr. DURBIN. I announce that the Senator from Louisiana (Ms. LANDRIEU) is necessarily absent.

Mr. CORNYN. The following Senators are necessarily absent: the Senator from Oklahoma (Mr. INHOFE) and the Senator from Arizona (Mr. MCCAIN).

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

The yeas and nays resulted—yeas 54, nays 43, as follows:

[Rollcall Vote No. 199 Leg.]

#### YEAS—54

Baldwin	Hagan	Murray
Baucus	Harkin	Nelson
Begich	Heinrich	Pryor
Bennet	Heitkamp	Reed
Blumenthal	Hirono	Reid
Boxer	Johnson (SD)	Rockefeller
Brown	Kaine	Sanders
Cantwell	King	Schatz
Cardin	Klobuchar	Schumer
Carper	Leahy	Shaheen
Casey	Levin	Stabenow
Collins	Manchin	Tester
Coons	Markey	Udall (CO)
Donnelly	McCaskill	Udall (NM)
Durbin	Menendez	Warner
Feinstein	Merkley	Warren
Franken	Mikulski	Whitehouse
Gillibrand	Murphy	Wyden

#### NAYS—43

Alexander	Enzi	Murkowski
Ayotte	Fischer	Paul
Barrasso	Flake	Portman
Blunt	Graham	Risch
Boozman	Grassley	Roberts
Burr	Hatch	Rubio
Chambliss	Heller	Scott
Chiesa	Hoeven	Sessions
Coats	Isakson	Shelby
Coburn	Johanns	Thune
Cochran	Johnson (WI)	Toomey
Corker	Kirk	Vitter
Cornyn	Lee	Wicker
Crapo	McConnell	
Cruz	Moran	

#### NOT VOTING—3

Inhofe	Landrieu	McCain
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The PRESIDING OFFICER. On this vote, the yeas are 54, the nays 43. Three-fifths of the Senators duly chosen and sworn not having voted in the affirmative, the motion is rejected.

#### HIGH SPEED RAIL PERMITTING

Mrs. FEINSTEIN. Mr. President, Chairman MURRAY, and Senator BOXER, I rise to discuss with you the importance of funding for the Surface Transportation Board in this legislation, as well as the funding that Chairman MURRAY has provided to the Federal Railroad Administration to continue to administer its grant awards.

As you know, opponents of California's high-speed rail project are attempting to use the Federal permitting process in order to prevent the Nation's first high-speed rail project from moving forward and succeeding.

The Surface Transportation Board funding will provide the resources necessary to continue the Board's efforts to permit the growth of passenger rail projects in the United States. The funding in the bill for the Federal Railroad Administration will ensure that this agency is able to monitor and administer the grants it already awarded.

Mrs. MURRAY. I am pleased to fund the Surface Transportation Board. I agree with my colleague from California that this agency needs funding in order to comply with its governing statute, which directs the Board to support the growth of rail in the United States.

I share your concern that some opponents of a single project in California are trying to limit the ability of the Surface Transportation Board to operate under its statute. The appropriations bill before us provides the Surface Transportation Board with the resources necessary to facilitate California high-speed rail, not stand in its way.

This bill in no way limits the ability of the Board to oversee projects under its jurisdiction and facilitate their construction.

Ms. MIKULSKI. I agree that this bill in no way limits the ability of the Board to oversee projects under its jurisdiction and facilitate their construction.

Mrs. BOXER. Thank you, Chairman MURRAY and Chairman MIKULSKI, for explaining that this legislation will

allow California high-speed rail to move forward.

Mrs. FEINSTEIN. I also would like to thank Chairman MURRAY and Chairman MIKULSKI for your explanation.

I am deeply alarmed by attempts in the other body of Congress to prohibit the Department of Transportation and the Surface Transportation Board from completing their permitting and oversight responsibly.

These attempts violate the spirit of federalism. The California high-speed rail project was approved by California's voters on the ballot, the legislature has enacted enabling legislation, and the Governor supports it.

While some may not like this type of transportation investment, it is the choice that my State has made for their future, and the Federal Government should respect those decisions.

Furthermore, I strongly believe the Federal permitting process should not be used as a tool to obstruct and delay major infrastructure investments of our States.

Permitting infrastructure in California is a notoriously thorough, long, and comprehensive process. In the years California has analyzed this one project, China has built thousands of miles of high-speed rail.

But this year, in an attempt to stymie the project, opponents of California's plan forced the Surface Transportation Board—an agency dedicated to protecting fair competition in freight rail—to assert Federal jurisdiction over California's high-speed rail project.

This new layer of Federal permitting is duplicative of the thorough 5-year-long review performed by the Federal Railroad Administration. Nonetheless, State and Federal entities complied with this extraneous requirement. However, now opponents are working vigorously to stall the actions at the Surface Transportation Board that will allow construction to finally begin in earnest.

Fortunately, the Surface Transportation Board exists to facilitate the growth of rail in the United States—not to impede it. As long as the Board acts quickly within its statutory authority, it will not impede California's decisions.

Mrs. BOXER. I also share the concerns expressed by Senator FEINSTEIN, and I would also like to reiterate that the people of California voted to fund this project. The California State Legislature voted to fund this project, and the Department of Transportation, after weighing a number of applications for high-speed rail across the Nation, decided to fund this project. I find it troubling that opponents have attempted to hinder the advancement of this project by curtailing an independent agency's mission and responsibilities, as well as trying to prohibit the transmission of appropriated funds to its rightful destination.

I am pleased that this legislation will allow the Surface Transportation

Board to act within its statutory authority. I also see that the legislation will allow the Federal Railroad Administration to administer its previously awarded grants to California, and I thank Chairman MURRAY for advancing this legislation.

I would also like to note that this project is incredibly important to the future of California. California's 170,000 miles of roadway are the busiest in the Nation, with automobile congestion draining \$18.7 billion in lost time and wasted fuel from the State's economy every year.

Additionally, flights between Los Angeles and the Bay area, which is the busiest short-haul market in the United States with 5 million passengers annually, are the most delayed in the country, with approximately one in every four flights late by an hour or more.

California's high-speed rail system will not only increase mobility and save lost time and money over the coming decades, it will also create near- and long-term employment opportunities, enhance environmental and energy goals, and spur economic development.

Mrs. MURRAY. As my colleagues know, California has a grant agreement with the Department of Transportation, and California has spent funds consistent with that agreement. I was extremely careful to draft the Senate bill to ensure that California will be able to be reimbursed for their expenses.

Mrs. FEINSTEIN. Thank you, Chairman MURRAY, for ensuring that California will not be left holding the bag, which is not a fair way for the Federal Government to treat the States. Were an appropriations bill to prevent the Federal Government from honoring its grant commitments, it would set a dangerous precedent. I am concerned that it would undermine the competitive process.

#### RECESS

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

Thereupon, the Senate, at 12:57 p.m., recessed until 2 p.m. and reassembled when called to order by the Presiding Officer (Mr. COONS).

#### EXECUTIVE SESSION

#### NOMINATION OF SAMANTHA POWER TO BE THE REPRESENTATIVE OF THE UNITED STATES OF AMERICA TO THE UNITED NATIONS

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 legislative clerk read the nomination of Samantha Power, of Massa-

chusetts, to be the Representative of the United States of America to the United Nations.

The PRESIDING OFFICER. Under the previous order, there will be 2 hours of debate equally divided between the proponents and the opponents.

The Senator from Vermont.

Mr. LEAHY. Mr. President, I am pleased to strongly support the nomination of Samantha Power to be the next United States Ambassador to the United Nations, and I commend President Obama for selecting her for this extremely important position.

Born of Irish parents and raised in Ireland until she was 9, Samantha and her parents emigrated to Pennsylvania and Georgia, and she attended Yale and Harvard.

She is well known for her accomplishments as a journalist during the conflicts in the former Yugoslavia, her Pulitzer Prize-winning book, "A Problem from Hell," her leadership of the Carr Center for Human Rights, and her work as the senior director for Multilateral Affairs and Human Rights at the National Security Council.

Samantha is a person of extraordinary intellect, exceptional integrity, and a strong moral compass. She is willing to challenge conventional wisdom and fight for things she feels passionately about, irrespective of the forces aligned against her.

Samantha is an internationalist. She believes in the indispensable role that multilateral organizations play in addressing global problems no country can solve alone—from genocide to global warming to international terrorism.

At the National Security Council she also brought much-needed attention to human trafficking, protection for refugees, gay rights, and gender-based violence. But what some people may be less aware of is the depth of Samantha's devotion to the principles on which this country was founded, and which I believe is one of the key reasons the President nominated her.

Samantha is an American patriot. She will not only strive to ensure that the United States leads by example at the United Nations, but that we do so in a manner that honors the Constitution and the idealism of those who wrote it, which continue to inspire people around the world. That is what people expect of the United States, and I know of no one better suited to turn that expectation into reality.

At a time when the United States faces emerging threats and intensifying competition for natural resources, human rights are under assault in many countries, and millions of people live in squalor or have fled their homes due to armed conflict, natural disasters, or the effects of overpopulation and climate change on the availability of land, water and food, how effectively we use our influence globally will determine the kind of world our children and grandchildren inherit.