

(e) EXISTING STATE AND TRIBAL LAW.—Nothing in this section affects the jurisdiction or authority of any department, agency, or officer of any State government or any Indian tribe.

(f) SAVINGS CLAUSE.—Nothing in this section affects any right of any State, Indian tribe, or other person to bring a claim against the United States for response costs or natural resources damages pursuant to section 107 of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. 9607).

SEC. 8011. REPORTS BY THE COMPTROLLER GENERAL.

Not later than 5 years after the date of enactment of this Act, the Comptroller General of the United States shall conduct the following reviews and submit to Congress reports describing the results of the reviews:

(1) A review of the implementation and effectiveness of the Columbia River Basin restoration program authorized under part V of subtitle F of title VII.

(2) A review of the implementation and effectiveness of watercraft inspection stations established by the Secretary under section 104 of the River and Harbor Act of 1958 (33 U.S.C. 610) in preventing the spread of aquatic invasive species at reservoirs operated and maintained by the Secretary.

SEC. 8012. SENSE OF CONGRESS.

It is the sense of Congress that—

(1) State water quality standards that impact the disposal of dredged material should be developed collaboratively, with input from all relevant stakeholders;

(2) Open-water disposal of dredged material should be reduced to the maximum extent practicable;

(3) Where practicable, the preference is for disputes between states related to the disposal of dredged material and the protection of water quality to be resolved between the states in accordance with regional plans and involving regional bodies.

Mr. INHOFE. Mr. President, I know of no further debate on this amendment.

The PRESIDING OFFICER. If there is no further debate, the question is on agreeing to amendment No. 5042, as modified.

The amendment (No. 5042), as modified, was agreed to.

The PRESIDING OFFICER. Amendment No. 5042, as modified, having been agreed to, amendment No. 4980 falls.

MORNING BUSINESS

Mr. INHOFE. Mr. President, before I make a very brief comment, I ask unanimous consent that the Senate be in a period of morning business, with Senators permitted to speak for up to 10 minutes each.

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

WRDA

Mr. INHOFE. Mr. President, this is a very significant piece of legislation. What we just now moved forward on is the managers' amendment. Senator BOXER and I are the managers. I want to, first of all, compliment her for working very hard with us and our staff. I mean, they really did drill on this thing. So it is a major bill. We are supposed to have a WRDA bill, or the

Water Resources Development Act, every 2 years. We went through a 7-year period from 2007 to 2014. Now we are back on schedule. I am happy to say that we are on schedule now to get this passed tomorrow.

We are going to stay on a 2-year schedule. Senator BOXER did a great job. It was great teamwork. We have moved a long way.

I yield the floor.

The PRESIDING OFFICER. The Senator from California.

Mrs. BOXER. Mr. President, I want to say this to Senator INHOFE. I know he has a hectic schedule ahead of him. What a pleasure it is to work with him and his staff member Alex and our Jason and Ted and others. We had a lot of disagreements on a lot of issues, but we set those aside. It is exciting to get something done for the people.

For example, in this managers' package, we have a new Chief's report in Pennsylvania, a critical restoration program in Oregon and Washington, funding for restoration of the Great Lakes, a wide variety of other policy recommendations that come from all over the country, from all of our colleagues. So I not only want to thank Senator INHOFE, who is my chairman, but also my staff and Senator INHOFE's staff—in particular, Bettina Poirier, Jason Albritton, and Ted Illston, from my staff.

This has not been easy to get all of us together and to have a unanimous consent request agreed to. I also want to thank the floor staff—Trish and Gary on our side—because I made them a little crazy during this process. They actually allowed me to do that.

But it does take a lot of push and pull to get a bill like this done. So what I would like to do for the next few minutes—I know Senator MURKOWSKI will speak following me—is that I just want to talk about why we have worked so hard and why it is critical that we pass this bill this week—S. 2848, the Water Resources Development Act, which we called WRDA 2016.

We need to repair our Nation's aging infrastructure. We need to grow our economy and create jobs. I think that is where the sweet spot is across the aisle. We have an infrastructure crisis in our country. It is not me saying it; it is the American Society of Civil Engineers. They are Democrats, they are Republicans, and they are Independents. They are north, south, east, and west. They came together and said: Our infrastructure is a D-plus—a D-plus.

So we just have to move forward. Also, we need to make sure that the Army Corps, when they write a Chief's report, has the go-ahead from Congress. We don't have anymore the ability as Members to say this is an earmark. We don't do that. What we must do is look at the Corps report and give them the authority to move ahead if we feel that the Corps report is in the best interest of our people.

We have over \$14 billion for 30 Chief's reports in 19 States. These projects—

you ask: What do they do? They increase navigation. They are flood risk management. They are coastal storm damage reduction. They are ecosystem restoration. As far as navigation is concerned, we know that we authorize important projects to maintain vital navigation routes for commerce and the movement of goods.

Our bill builds on the reforms to the harbor maintenance trust fund. So we are just going to show a few charts. This is the Port of Charleston. If you look at these containers, they look small on this boat. Each one of those is just enormous. What we know is, if we can't move goods to and from the country, our economy stalls.

So that is critical. We extend permanently prioritization for donor and energy transfer ports, emerging harbors, and Great Lakes ports. We allow additional ports to qualify for these funds, and we make clear that the Corps can maintain harbors of refuge. The bill also authorizes nine Chief's reports that I mentioned in nine States that will allow investment in central port and waterway projects, including the deepening of the Charleston Harbor in South Carolina.

It does no good to have these ships try to get in—if you need to dredge the waterway, you better have authorization to do it. We widen and deepen the navigation channels at Port Everglades in Florida, to address safety issues and congestion. We construct new locks in Pennsylvania at three of the oldest locks and dams on the Ohio River System.

These aging locks were built in the 1920s and the 1930s. We have to address the aging infrastructure. This is what you see the workers doing. Our ports and waterways, which are essential to the U.S. economy, moved 2.3 billion tons of goods in 2014.

WRDA 2016 will provide major economic benefits that will keep us competitive in the global marketplace. We also deal with storms and floods. Now, we have seen these storms and floods just expand exponentially. We are stunned when we see our beautiful citizens looking at everything they possess being lost in a flood. It is billions of dollars of damage. It is loss of life. We have seen communities wiped out. This is the scene from Louisiana.

This bill will save lives by helping to rebuild critical levee systems around the country, including levees to protect the capital of my State and surrounding communities. Sacramento is in desperate need of flood control. We have done it year after year. We are very hopeful that the work we put into it will make sure that we do not see a Katrina happening anywhere in my State or in any other place.

This bill authorizes \$8 billion for 17 flood control and storm damage projects in 13 States, including a project to build levees and flood control structures to reduce flood risk in San Antonio, TX.

I think we have the picture of the flooding there. Look at this. We just