

the families and individuals impacted by the tragedy and I hope we never see anything like it again.

Last week I joined my colleague, Senator WICKER in introducing the Railroad Reform, Enhancement, and Efficiency Act, comprehensive passenger rail legislation that boosts our infrastructure and implements needed reforms. Most importantly, it improves safety on our Nation's railways. This 4-year authorization is a step forward in providing the stability Amtrak needs to be successful and serve the consumers who rely on it.

Across every mode of transportation, America needs critical investment. Nowhere is the investment crisis more pronounced than in New Jersey. The century-old tunnels that run under the Hudson River between New Jersey and New York are reaching a breaking point. We must act with urgency to find State and local partners to replace this critical infrastructure. New Jersey is also home to the Portal Bridge, which is in need of replacement in order to prevent delays and closures that slow our economy. It has been estimated that the loss of the Northeast Corridor could cost the country \$100 million per day; a devastating impact that we cannot afford. The costs for these projects are significant, which is why we must find new ways to help advance them.

Our legislation is a game changer for large-scale rail projects. The bill helps unlock and leverage innovative financing opportunities by improving the Railroad Rehabilitation and Improvement Financing Program, or RRIF. Our legislation will establish new creditworthiness criteria focused on the merits of the project, increase repayment flexibility, help leverage private financing opportunities, and speed up the process of applying for and receiving a loan—all of which can help advance projects like the Gateway Project along the Northeast Corridor. As China and other countries invest tens of billions for rail infrastructure, we must do more than maintain the status quo. Our bill's financing provisions enable us to take every possible advantage to improve our rail capacity and infrastructure.

Our legislation also includes strong safety provisions to protect passengers and workers. Positive train control, or PTC, was cited as a technology that could have prevented the tragic derailment last month and our legislation will advance deployment of PTC by authorizing grants and prioritizing loan applications to support implementation. Additionally, the legislation will improve safety by requiring action on priorities like grade crossings and enforcing speed limits, as well as worker protections, among various other provisions.

It is important to note that a strong authorization of funding for passenger rail is only the start. Investing in the future of America's rail network will also require dedicated and multi-year

streams of revenue to support the funding authorized in this bill. I am committed to working with my colleagues on the Finance Committee to make that a reality.

The Railroad Reform, Enhancement, and Efficiency Act is important for our global competitiveness and a forward step in promoting investment in our infrastructure. I thank the committee leadership and Senator WICKER for their support and work on this important legislation that will improve the lives of New Jerseyans and individuals across the country I urge my colleagues to support it.

3RD ANNIVERSARY OF DACA PROGRAM

Mr. BENNET. Mr. President, I would like to commemorate the third-year anniversary of the creation of the Deferred Action for Childhood Arrivals, DACA, program. On June 15, 2015, we celebrated this successful, although not comprehensive, policy that has provided deportation relief to more than 660,000 child immigrants nationally, including 14,900 in Colorado.

This life-changing program has allowed young people who were brought to the United States as children—DREAMers—to fully engage in their communities by continuing their education and having the opportunity to work. They have been able to open bank accounts, obtain credit cards, and receive driver's licenses. Deferred action is giving these young people relief and some degree of certainty to pursue opportunities that would not have been available to them otherwise.

DACA has given DREAMers hope for their future. They include DREAMers like Alex Alvarado-Renteria who has lived in Carbondale, CO for the last 18 years and has known no other home outside of the United States. Alex's parents migrated from Mexico and worked as farmworkers in order to give their children an opportunity for a better life. Alex was granted DACA and has since graduated from the Metropolitan State University of Denver with a bachelor of arts in history and Chicana/o studies. He now plans to become the first in his family to earn an advanced degree by attending law school and opening up his own immigration law practice one day.

We also have DREAMers like Lourdes Bustos from Denver, CO who has lived in the United States for the last 26 years and who was able to stay with her children upon receiving DACA. It was years before Lourdes realized she was not documented and would not be able to work legally or get a driver's license. Granting her deferred action meant that she would not be separated from her family. Lourdes has graduated from high school and has opened her own painting business.

DACA has played a transformative role in increasing social and economic integration for youth who have been raised and educated in our country. It

has given DREAMers an opportunity to invest in their futures. It has empowered DREAMers with a sense of community and belonging.

This program has helped many of our young people, but only offers a temporary solution to the unfair consequences of our broken immigration system. This anniversary should also serve as a stark reminder that every day that Congress fails to enact immigration reform, it jeopardizes our economy, our safety, and our communities. It is time to put politics aside and work to enact comprehensive immigration reform.

TRIBUTE TO ADMIRAL SAMUEL LOCKLEAR

Mr. MCCAIN. Mr. President, after a lifetime of service to our Nation, ADM Samuel J. Locklear III recently stepped down as Commander of United States Pacific Command and retired from the U.S. Navy. On this occasion, I wish to honor Admiral Locklear's 43 years of distinguished uniformed service to our Nation.

Admiral Locklear graduated from the U.S. Naval Academy in 1977. He has led at every level from command-at-sea to theater command. Prior to assuming command of the United States Pacific Command, he commanded U.S. Naval Forces Europe and concurrently, U.S. Naval Forces Africa and NATO's Commander of the Allied Joint Force Command, where his leadership was instrumental in galvanizing an effective coalition of 18 NATO nations to support the complex Libya air campaign.

At Pacific Command, Admiral Locklear provided the strategic vision required to lead in a region vital to America's future peace and prosperity. He has presided over the rebalance to the Asia-Pacific with an even-keeled leadership approach that has focused our Nation in a time of difficult security challenges and austere budgets. Pacific Command is the oldest and largest of our geographic commands encompassing roughly half of the Earth's surface, extending from pole to pole and across the vastness of two great oceans. Admiral Locklear skillfully navigated the complexities and competing interests of this expansive theater. He has worked to strengthen alliances, reinvigorate old ones, cultivate new partnerships, and maintain a robust forward presence to assure and defend our allies and partners.

Admiral Locklear's legacy of service will be as a driving force behind a renewed commitment to protecting America's enduring interests in the Asia-Pacific region. When the Nation needed its very best in military experience, leadership, and advice to confront the challenges and threats we face globally, Admiral Locklear answered the call.

I join many past and present members of the Senate Armed Services Committee in my gratitude to ADM Samuel Locklear for his outstanding