

eligible young people from deportation for a 2-year period, while Congress considered comprehensive immigration reform legislation.

The Senate passed the Border Security, Economic Opportunity, and Immigration Modernization Act with a strong bipartisan majority, 68 to 32. This bill would have provided a pathway to citizenship for DACA grantees and others similarly situated. But the House failed to act, and so here we are today without comprehensive immigration reform. Although we have not yet succeeded in fixing our broken immigration system through congressional action, at least the DACA Program provides some temporary reprieve for these young immigrants so that they do not live in constant fear of deportation.

The program enables them to get work authorization, and thus to seek higher education and contribute to the American economy. To qualify, an individual must have come to the United States when they were under 16 years of age and lived in the country continuously for at least 5 years. The individual must also receive an education, pass a background check, and pay an application fee.

The State of California is home to over a quarter of the estimated 1.8 million young immigrants who potentially meet the criteria of the DACA Program. Of the approximately 660,000 DACA applications that have been approved since the program's inception in 2012, about 30 percent reside in California. This is more than any other State. To help those who are eligible, nonprofits, religious organizations, pro bono legal networks, and other volunteers in California and nationwide have risen to the occasion. They have helped, and continue to help, hundreds of thousands of DACA applicants to navigate the filing process.

The benefits of DACA for these young individuals and for this country are undeniable. A recent report published by the University of California, Berkeley School of Law found that 66 percent of students granted DACA noted a positive change in post-graduate plans and greater hope for their future. All of the study's participants come from low-income households, with 88 percent living below 150 percent of the Federal poverty level. Many students reported that parents could not assist them with educational costs; and, in some instances, students contributed a portion of their own earnings to provide for their families. Several students had suffered the deportation of a close relative, and over a quarter had a parent or sibling with an active case in immigration court.

Imagine the day-to-day stresses of being a college student: trying to excel in the classroom, paying for food and housing, and finding future employment. For these students, they must also consider additional financial, psychological, and emotional challenges because they—despite spending their

lives in this country—are undocumented. The DACA Program gives these young people a measure of stability so they can focus on their school work and professional growth and development, not on whether they or a loved one will be deported. The DACA Program allows them to do just that and look forward.

The economic impacts of the 2012 DACA Program show that the United States has much to gain from enabling eligible undocumented individuals to work lawfully within our borders. According to the University of California, Los Angeles' North American Integration and Development Center "The DACA program of 2012-2014 appears to have spurred extraordinary growth in the earnings of DACA beneficiaries. According to the results of two recent surveys, this wage growth surpassed 240 percent, a number that far exceeds the expectations in the literature."

All around the country, this time of year is punctuated by graduation ceremonies. Parents and grandparents beam as their children and grandchildren earn their high school, college, and graduate degrees. This year, I was one of those grandparents. My granddaughter, Eileen, graduated from Stanford, my alma mater, and I was so proud to attend the ceremony. DACA recipients and their families should have that feeling too—a feeling of hope for the future, accomplishment, and growth, and they should have it without fear of deportation right around the corner. That is what this is about.

So I am pleased to commemorate the 3-year anniversary of the DACA Program, and I very much hope we can renew our commitment to passing comprehensive immigration reform legislation.

RECOGNIZING THE 70TH ANNIVERSARY OF THE UNITED NATIONS

Mrs. BOXER. Mr. President, I am pleased to take this opportunity to recognize the 70th anniversary of the United Nations.

As World War II came to a close, representatives of 50 nations met in San Francisco to sign the United Nations' founding charter, officially establishing an international forum to prevent war, support human rights, respect international law, and promote social progress. These delegates hoped the creation of this new organization would prevent another devastating global conflict by addressing diplomatic challenges and humanitarian crises around the world.

Over the past seven decades, the United Nations has engaged in peacekeeping operations throughout the world, with more than 120 nations contributing military personnel, police, and civilians to these humanitarian efforts. Although there continue to be areas where armed conflict is all too prevalent, I am proud of the many successes achieved through this global mission.

The United Nations has also played an important role in addressing the needs of the world's most vulnerable populations by promoting health, nutrition, and education. Through the work of the World Health Organization, the World Food Programme, and many other bodies, the United Nations has led efforts worldwide to reduce poverty and save lives.

As United Nations Secretary-General Ban Ki-moon and leaders from around the world gather in San Francisco on June 26 to celebrate the 70th anniversary of the United Nations Charter, I want to congratulate the United Nations for its incredible achievements and dedicated commitment to fostering consensus, partnership, and unity among the nations of the world.

NEFFINGER CONFIRMATION

Mr. THUNE. Mr. President, yesterday I missed Senate rollcall vote No. 217, the nomination of Peter V. Neffenger, of Ohio, to be an Assistant Secretary of Homeland Security, because of flight delay issues due to weather. Had I been here, I would have voted in favor of this nomination.

I support the Senate's confirmation last night of Coast Guard VADM Peter V. Neffenger who was confirmed to be the next Administrator of the Transportation Security Administration, TSA.

The TSA has been without Senate-confirmed leadership for too long. John Pistole, the previous TSA Administrator, announced on October 16, 2014, that he would be resigning in December. Since the end of 2014, the TSA Administrator position has been vacant. In January, I along with Ranking Member NELSON, and Senators AYOTTE, CANTWELL, and FISCHER, called on President Obama to send us a qualified, experienced, and dedicated individual to serve as TSA Administrator. Unfortunately, President Obama did not nominate Admiral Neffenger until April 28, 2015, over 6 months after John Pistole informed the administration that he would be leaving. I was disappointed at the length of time it took for the President to send us a qualified nominee. Even the New York Times editorial page, normally quite deferential to the President, expressed the opinion that "the Obama Administration has been disturbingly slow to give the TSA strong leadership at the top."

By comparison, the Senate has very rapidly moved the Neffenger nomination, despite two separate committees being involved with his formal vetting. Since the TSA was transferred to the Department of Homeland Security, the Senate has abided by an understanding that TSA Administrator nominees would be vetted by the Commerce Committee, which has primary jurisdiction over TSA, and also by the Homeland Security and Governmental Affairs Committee, which oversees the Department of Homeland Security where TSA is organizationally housed. Some could

say that this protocol could lend itself to unnecessary delay. However, Admiral Neffenger received three votes in less than 3 weeks, first by the Commerce Committee on June 4, 2015, the second one on June 15, 2015, by the Homeland Security Committee, and last night when he was confirmed by a vote of 81 to 1. So the Senate has moved swiftly to confirm this important nomination, in comparison to the time the Obama administration has taken to send the Senate a qualified nominee.

While I am disappointed at the length of time it took for the President to send the Senate a qualified nominee, I applaud the President's selection of Admiral Neffenger to be the next TSA Administrator. Admiral Neffenger has served ably and well for 34 years in the U.S. Coast Guard, rising through the ranks to become the Vice Commandant when the Senate confirmed him last year for that distinguished position.

During an assignment to Mobile, AL, he helped to lead the multi-agency response to the 1993 Amtrak Sunset Limited train derailment into a remote waterway in the Mobile River Delta, which killed 47 people. Admiral Neffenger also has substantial experience serving right here in the Senate, having been a Coast Guard fellow and detailee for 3 years at the Senate Appropriations Committee.

Admiral Neffenger also served as Deputy National Incident Commander for the Deepwater Horizon Oil Spill. In that role, Admiral Neffenger coordinated and led over 50,000 people from Federal, State, and local agencies, tribal representatives, non-governmental organizations, and the private sector throughout five Gulf Coast States in the clean-up and response effort. Clearly, Admiral Neffenger has the requisite background and experience to lead reforms at the TSA.

Admiral Neffenger has proven himself as a leader, and the TSA is an agency in dire need of strong, capable leadership. In May, the Department of Homeland Security's Inspector General testified in the House of Representatives that, "[u]nfortunately, although nearly 14 years have passed since TSA's inception, we remain deeply concerned about its ability to execute its important mission." Then, earlier this month, news broke that undercover investigators from the Inspector General's office had penetrated TSA security checkpoints while carrying illegal weapons or simulated bombs on 67 of 70 attempts. In other words, TSA failed 95 percent of the time to prevent illegal weapons or simulated bombs from being smuggled through TSA security checkpoints. This is unacceptable, and it is clear that the Inspector General is right to be concerned about TSA's ability to execute its important mission in a rapidly changing threat environment.

TSA has also experienced a number of other troubling failures about which I have written to the agency. I have been concerned about the TSA's over-

sight of Secure Identification Display Area, SIDA, badges at the Nation's airports. In December 2014, it was revealed that a Delta ramp agent in Atlanta allegedly used his SIDA badge to bypass TSA security and facilitate an interstate gun smuggling operation via commercial aircraft. TSA's response to my letter of inquiry about its oversight of SIDA badges stated that TSA does not issue or manage SIDA badges and that this responsibility falls to airport operators—which raised even more concerns about TSA's awareness about lost SIDA badges at our Nation's airports.

Another issue I have raised with TSA relates to the potential security gaps in its PreCheck initiative raised in reports by the inspector general. On January 28, 2015, the inspector general released an unclassified summary of a classified report concluding that PreCheck is a positive step towards risk-based security screening as a concept, but that TSA needs to modify its PreCheck vetting and screening processes and improve its PreCheck communication and coordination. The Department of Homeland Security Office of the Inspector General report also stated that, "TSA did not concur with all recommendations and all recommendations remain open."

In response to the conclusions and recommendations, I wrote to TSA along with Ranking Member NELSON on March 25, 2015, asking a series of questions about potential security gaps in TSA PreCheck. TSA responded to this letter on April 14, 2015, but the issue of potential security gaps in PreCheck and other expedited screening initiatives must still be addressed as TSA seeks to continue these initiatives, let alone expand them.

Admiral Neffenger's proven leadership throughout the course of his service in the U.S. Coast Guard will undoubtedly afford valuable perspective in his role as TSA Administrator. Admiral Neffenger understands the need for TSA to continuously evolve to meet the challenges presented by an ever-changing threat environment. Obviously, the TSA is an agency that needs a strong leader who will bring cultural change to the agency. I am hopeful that Admiral Neffenger can be a leader who can fundamentally reform the TSA. He has a heavy burden, but I believe he is capable of shouldering that burden and I pledge to work with him and my colleagues here in the Senate to see that those changes occur.

ADDITIONAL STATEMENTS

RECOGNIZING ARKANSAS ELECTRIC COOPERATIVE VOLUNTEERS

• Mr. BOOZMAN. Mr. President, today I wish to recognize the work of 12 power linemen from nine electric cooperatives in Arkansas for their work to bring reliable electricity to citizens in Guatemala.

The Arkansas linemen dedicated more than 2 weeks to completely change the lives of more than 1,390 residents in 2 villages in rural Guatemala—Jolom I'Jix and Zapotal. Through construction activities such as installation of poles, distribution transformers, household connections, and meters, these volunteers extended the electric distribution system 4 miles, connecting homes to an electric grid powered by a small hydroelectric plant.

Since 2013, Electric Cooperatives of Arkansas volunteers have worked to improve the lives of Guatemalans by providing electricity. The significance of this project stretches to impact numerous aspects of daily life for these residents. Electricity is a critical element in improving the quality of life and to providing health care, education, access to clean water, and economic growth. Equipped with this newfound source of electricity, hope for a brighter future exists for subsistence farmers whose main worry is simply providing food for their family.

This effort, funded by participating co-ops and supporters in Arkansas, continues the State's storied history of making an impact. By being a beacon of good for these villagers, the linemen were able to engrave a lasting impact, which will help future generations of Guatemalans.

I offer my sincere gratitude to all those who contributed to make a difference for those who are truly in need. Doug Evans, Will Glover, Kyle Metcalf, Andy Caywood, Michael Counts, Andy Ward, Brent Hufstedler, Kirk Kempson, Joey Burk, Kris Rankin, Paul Garrison and Ryan Hayes, thank you for your dedication and service to helping connect citizens of Guatemala to electric service.●

RECOGNIZING ALAN LEVIN

• Mr. CARPER. Mr. President, it is with great pleasure that I rise on behalf of the Delaware Delegation to honor the exemplary service of Alan Levin, director of the Delaware Economic Development Office, upon his retirement. Alan became director in January 2009 and continued to serve with distinction in that capacity for 6 years. He assumed that position at a time when tens of thousands of Delawareans were losing their jobs, and the State's top priority was putting them back to work. Throughout this tumultuous time, he has been a tremendous leader and true advocate for the State.

Alan has a lifetime of experience when it comes to knowing what it takes to make a business successful. In 1987, he took over Delaware's home-grown pharmacy chain Happy Harry's, the business his father started, and grew it to become an iconic brand with 76 stores throughout the state. Prior to taking over the family business, he worked for United States Senator Bill Roth as his executive assistant and counsel. He is a graduate of Tulane