

master's degree with UOPX. "UOPX has helped me build an educational foundation to work in a field that I am extremely passionate about." Ryan found the quality of the program to be on par with his undergraduate from University of Nebraska. "I graduated from UOPX in 2013 and have doubled my salary as a Nurse in less than 2 years. I also have 4 children and a wife, so attending a traditional onsite program was impossible. I loved my experience and UOPX has opened so many doors for me."

Jim Wallace (Florida)—"I am a UOPX graduate, MBA 2006 and veteran of the US Navy Reserve. In my opinion UOPX led the way in educating working professionals. At the time I started my program, no other institutions offered the ability for me to successfully complete my studies, care for my family and work a demanding job. The bottom line is that it was challenging and I worked hard to complete my degree."

Mr. MCCAIN. Mr. President, again, I can only point out what the Wall Street Journal said. This is Obama's for-profit stealth attack. It is being orchestrated and carried out by the Senator from Illinois, who has a well-known record of not supporting the men and women who are serving in the military by his latest opposing of the Defense authorization bill on the grounds of OCO. So the men and women who are serving in the military and those who have served with honor obviously have a lower priority for him than his vendetta against for-profit universities. I think it is shameful.

I yield the floor.

The PRESIDING OFFICER. The majority leader is recognized.

UNANIMOUS CONSENT AGREE- MENT—H.R. 3819 AND EXECUTIVE CALENDAR NO. 356

Mr. MCCONNELL. Mr. President, the Senate is about to pass a short-term highway extension. This 3-week extension will allow the House and Senate to go to conference on our bipartisan bill and allow that to be signed into law by November 20.

Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of H.R. 3819; that the bill be read a third time and the Senate proceed to vote on passage of the bill with no intervening action or debate; that upon disposition of H.R. 3819, the Senate proceed to executive session to consider Calendar No. 356; that the Senate vote on the nomination without intervening action or debate; that following disposition of the nomination, the motion to reconsider be considered made and laid upon the table with no intervening action or debate; that no further motions be in order to the nomination; that any statements related to the nomination be printed in the RECORD; and that the President be immediately notified of the President's action and the Senate then resume legislative session.

The PRESIDING OFFICER. Is there objection?

The Senator from California.

Mrs. BOXER. Mr. President, I reserve the right to object because I want to make a suggestion.

I ask consent that we modify this matter so that we can pass an amendment to extend the PTC deadline—the deadline for positive train control—to make it a 1-year extension to December 31, 2016, and that that be agreed to. Right now, it is 3 years with a 2-year possible extension beyond that. I ask that it be changed to 1 year, and that following the use or yielding back of time, the Senate then proceed to a vote on passage of the bill with my amendment.

The PRESIDING OFFICER. Does the Senator so modify his request?

Mr. THUNE. Mr. President, reserving the right to object, I would state to my colleague from California that this is the practice she and I so often lament when it comes to highway bills, and that is kicking the can down the road. We know full well that a year from now, we will be back here doing this again.

This language, which is agreed upon by both the House and the Senate—Democrats and Republicans of the relevant committees worked very hard to draft consensus language. That is what we have arrived at today. We believe it addresses the situation and provides the correct solution. I think it would be a big mistake to try to modify something that people have worked so hard to get to, knowing full well we will never get what the Senator from California wants to do passed through the House or the Senate.

The House acted yesterday, and acted unanimously. Very rarely do you get a voice vote out of the House of Representatives. Democrats and Republicans in the House came together behind a solution that is incorporated into this base bill.

With that, I object to the request of the Senator from California.

The PRESIDING OFFICER. The Senator from California.

Mrs. BOXER. Mr. President, I just want to say to my friend I am not surprised, but I am still quite disappointed because I think it is horrible precedent to take a provision out of an underlying bill that we have all worked so hard on and attach it—a 3-year provision, a 3-to-5-year provision, a delay in this safety measure—on a 3-week extension.

Why didn't my friend pull out some of the good things in there for safety, such as the House rental bill, which says you can't lease a car that has been under recall? He didn't do that. I am not blaming him at all. I know it was a process. I know that. We didn't pull out the increased fines on NHTSA for car manufacturers who kill people because of their negligence.

I feel it is a terrible precedent, but I will not object, and I am going to explain that later. Having withdrawn my objection, I would ask that I may have the floor for 15 minutes immediately following the vote, if that is possible, and I would give 5 minutes of that timeframe to my colleague.

The PRESIDING OFFICER. Is there objection to the majority leader's original request?

Without objection, it is so ordered.

The PRESIDING OFFICER. Is there objection to the request of the Senator from California?

Without objection, it is so ordered.

SURFACE TRANSPORTATION EXTENSION ACT OF 2015

The PRESIDING OFFICER. The clerk will report H.R. 3819 by title.

The legislative clerk read as follows:

A bill (H.R. 3819) to provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, and for other purposes.

The bill was ordered to a third reading and was read the third time.

The PRESIDING OFFICER. The bill having been read the third time, the question is, Shall the bill pass?

The bill (H.R. 3819) was passed.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

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 Sarah Elizabeth Feinberg, of West Virginia, to be Administrator of the Federal Railroad Administration.

The PRESIDING OFFICER. The question is, Will the Senate advise and consent to the Feinberg nomination?

The nomination was confirmed.

The PRESIDING OFFICER. Under the previous order, the motion to reconsider is considered made and laid upon the table and the President will be immediately notified of the Senate's action.

LEGISLATIVE SESSION

The PRESIDING OFFICER. Under the previous order, the Senate will resume legislative session.

VOTE EXPLANATION

Mr. TOOMEY. Mr. President, I ask the RECORD to reflect that had the Senate's vote on H.R. 3819 been a recorded vote, I would have voted no.

The PRESIDING OFFICER. The Senator from California.

ORDER OF BUSINESS

Mrs. BOXER. Mr. President, I know Senator COLLINS would like to speak, so the way I would recommend we go is 5 minutes to Senator MANCHIN, 15 minutes for me, and how many minutes for the Senator from Maine?

Ms. COLLINS. I thank the Senator from California. This is not going to

work for me, so I am going to return to my office. I understand this was unanticipated, and that is the way it goes sometimes.

Mrs. BOXER. I am so sorry. This has been a contentious matter.

So I would say to Senator MANCHIN, if you want to go first, then I will follow, and I am sure Senator THUNE will have comments.

Mr. THUNE. I will request, through the Chair, if the Senator from Maine is not going to speak, that I be allowed to speak at the conclusion of the remarks of the Senator from California and the Senator from West Virginia.

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

The Senator from West Virginia.

Mr. MANCHIN. Mr. President, I thank my colleague from California.

FEINBERG CONFIRMATION

Mr. MANCHIN. I come to the floor to speak on behalf of the Acting Administrator of the Federal Railroad Administration, who is no longer acting but now our Administrator and my friend, Sarah Feinberg.

As a native West Virginian, she has the same pragmatic approach to problem solving that we see among our congressional delegation every day. When it comes to politics in West Virginia, it really doesn't matter whether you are a Democrat or a Republican. What matters is if you can get the job done.

During my time in the State legislature, Sarah's father, Lee Feinberg, and I served together. At that time Lee was head of the West Virginia Governmental Ethics Commission, and he instilled in her the same sense of moral responsibility that also led him into public service. Today she sits before the Senate, seeking to continue in public service as the Administrator of the Federal Railroad Administration, and I am so pleased this has happened.

Over the past 9 months, I believe she has proved herself to be an effective and engaged leader with the courage to make tough decisions and the character to accept the criticism they often incite. She was baptized by fire after being appointed to this position on January 9 of this year and leading the agency's response to five major incidents within her first 60 days at the helm.

On February 3, six people were killed when a commuter train hit an SUV at a grade crossing in Valhalla, NY. On February 4, 14 tank cars carrying ethanol derailed just north of Dubuque, IA. Three of them caught fire. On February 16, 27 tank cars derailed outside Mount Carbon, WV, releasing 378,000 gallons of crude oil and igniting a fire that destroyed a nearby house. On February 24, a commuter train in Oxnard, CA, hit a tractor-trailer at a grade crossing and jumped the tracks. On March 6, 21 cars derailed outside of Galena, IL, near the border with Wisconsin, and five of them caught fire.

I am a firm believer that elected officials need to be on the ground in emer-

gency situations, supporting first responders and assisting those in need, and I was impressed by Ms. Feinberg's response to the Mount Carbon derailment in West Virginia, which I witnessed firsthand. Five weeks into her new job, she executed an efficient and effective Federal response that was one of the best I have ever seen in my experience as an elected official and a public servant.

There are a lot of smart policy people here in Washington, DC, but the best policy in the world will not mean a thing if it doesn't translate into anything in the real world. Sarah's response to the Mount Carbon accident showed me that she understood that, and that gave me faith in her ability not just to lead but to listen to the people we are here to serve.

Over the past 10 years, the increase in domestic energy production has been an engine of economic growth. The Energy Information Administration predicts that growth will continue through 2020. From 2009 until 2014, crude oil production in the United States increased by more than 62 percent—up from 5.35 million barrels per day in 2009 to 8.68 million barrels a day in 2014—and the majority of this product is moving by rail.

In 2008, our railroads moved a meager 9,500 tank cars carrying crude oil. Last year, that number grew to 500,000 tank cars—a 5,000-percent increase. That is unbelievable.

Unprecedented new challenges come along with the new economic opportunities presented by the growth in domestic energy production, and Ms. Feinberg's experience makes her uniquely qualified to lead the FRA through this transition. As Chief of Staff to Secretary Foxx, she helped the Department of Transportation develop a holistic strategy to improve the safety and security of crude by rail that required coordination between multiple administrations within the Department.

The tough new tank car safety regulations that were finalized in May were dependent on close collaboration between the FRA and the Pipeline and Hazardous Materials Safety Administration. Sarah's experience in the Secretary's office and her existing relationships throughout the Department allow her to cut through redtape and get the right people in the room to get the job done.

While the new rules do not solve every problem, they represent a major step in the right direction. They satisfy all or part of 10 outstanding National Transportation Safety Board recommendations, including all 4 recommendations that were made in April of this year.

Since taking the helm at the FRA earlier this year, I have been very much impressed with Ms. Feinberg's willingness to tackle difficult issues and engage stakeholders about realistic solutions. In May, she convened a positive train control task force to try

to identify opportunities for the FRA to help railroads meet their 2015 deadline and become a real part in this process. I think her proactive approach to problem-solving will be an asset to the FRA and the entire Department of Transportation.

I thank Chairman THUNE and Ranking Member NELSON for moving her nomination through the committee yesterday on a strong bipartisan vote of 19 to 1. I want to thank all my colleagues for not only nominating Sarah but confirming her today. I think she will be a great asset to our country and do us all proud.

Mr. President, I yield the floor.

The PRESIDING OFFICER. The Senator from California.

Mrs. BOXER. Mr. President, I will take my time now. I know my friend wanted to have a little time, so I will yield to Senator INHOFE.

The PRESIDING OFFICER. The Senator from Oklahoma.

TRANSPORTATION AUTHORIZATION

Mr. INHOFE. Mr. President, first of all, I know the Senator from California was disappointed in a few things that went on procedurally, and I am very much in sympathy. But far more significant than that is the bill we are talking about now. We made a tremendous advance to it just a few minutes ago. We did what the House has already done. We are now extended to the 20th of November.

It is my understanding that the House is going to be taking up—we are talking about the highway bill. A lot of things we talk about around here are not very important. We all have different ideas about what is and is not important, but still we have that Constitution, and the Constitution says what we are supposed to be doing. What we are supposed to be doing here is defending America and roads and bridges. That is what we are supposed to be doing.

Senator BOXER and I—she is a very proud liberal and I am a very proud conservative—have recognized what our duty is when we come here, and the second most important bill every year—not every year, because we have the Defense authorization bill every year, but not the Transportation authorization bill. That is what is important, and that is what we are supposed to be doing here.

What we did a few minutes ago is very significant. We are on the same page as the House, and that is to have a bill done and on the President's desk by the 20th of November, which is going to be right before we have a break for Thanksgiving. It now looks like we are assured of doing that.

I have to say that in working over the years with Senator BOXER, we have worked in a capacity in which she was the chairman of that committee and I was the ranking member; then I was the chairman of the committee and she