

be a reference to the "Jim Kolbe Memorial Post Office".

SERGEANT MAJOR BILLY D. WAUGH POST OFFICE

The bill (S. 3946) to designate the facility of the United States Postal Service located at 1106 Main Street in Bastrop, Texas, as the "Sergeant Major Billy D. Waugh Post Office" was ordered to be engrossed for a third reading, was read the third time, and passed, as follows:

S. 3946

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SERGEANT MAJOR BILLY D. WAUGH POST OFFICE.

(a) DESIGNATION.—The facility of the United States Postal Service located at 1106 Main Street in Bastrop, Texas, shall be known and designated as the "Sergeant Major Billy D. Waugh Post Office".

(b) REFERENCES.—Any reference in a law, map, regulation, document, paper, or other record of the United States to the facility referred to in subsection (a) shall be deemed to be a reference to the "Sergeant Major Billy D. Waugh Post Office".

DIANNE FEINSTEIN POST OFFICE

The bill (S. 4077) to designate the facility of the United States Postal Service located at 180 Steuart Street in San Francisco, California, as the "Dianne Feinstein Post Office" was ordered to be engrossed for a third reading, was read the third time, and passed, as follows:

S. 4077

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. DIANNE FEINSTEIN POST OFFICE.

(a) DESIGNATION.—The facility of the United States Postal Service located at 180 Steuart Street in San Francisco, California, shall be known and designated as the "Dianne Feinstein Post Office".

(b) REFERENCES.—Any reference in a law, map, regulation, document, paper, or other record of the United States to the facility referred to in subsection (a) shall be deemed to be a reference to the "Dianne Feinstein Post Office".

DOSAN AHN CHANG HO POST OFFICE

The bill (H.R. 599) to designate the facility of the United States Postal Service located at 3500 West 6th Street, Suite 103 in Los Angeles, California, as the "Dosan Ahn Chang Ho Post Office" was ordered to a third reading, was read the third time, and passed.

DR. MARGARET B. HILL POST OFFICE BUILDING

The bill (H.R. 1060) to designate the facility of the United States Postal Service located at 1663 East Date Place in San Bernardino, California, as the "Dr. Margaret B. Hill Post Office Building" was ordered to a third reading, was read the third time, and passed.

CHIEF EDWARD B. GARONE POST OFFICE

The bill (H.R. 1098) to designate the facility of the United States Postal Service located at 50 East Derry Road in East Derry, New Hampshire, as the "Chief Edward B. Garone Post Office" was ordered to a third reading, was read the third time, and passed.

MAJOR MEGAN McCLUNG POST OFFICE BUILDING

The bill (H.R. 3608) to designate the facility of the United States Postal Service located at 28081 Marguerite Parkway in Mission Viejo, California, as the "Major Megan McClung Post Office Building" was ordered to a third reading, was read the third time, and passed.

CAROLINE CHANG POST OFFICE

The bill (H.R. 3728) to designate the facility of the United States Postal Service located at 25 Dorchester Avenue, Room 1, in Boston, Massachusetts, as the "Caroline Chang Post Office" was ordered to a third reading, was read the third time, and passed.

SUSAN C. BARNHART POST OFFICE

The bill (H.R. 5476) to designate the facility of the United States Postal Service located at 1077 River Road, Suite 1, in Washington Crossing, Pennsylvania, as the "Susan C. Barnhart Post Office" was ordered to a third reading, was read the third time, and passed.

SGT. WOLFGANG KYLE WENINGER POST OFFICE BUILDING

The bill (H.R. 5640) to designate the facility of the United States Postal Service located at 12804 Chillicothe Road in Chesterland, Ohio, as the "Sgt. Wolfgang Kyle Weninger Post Office Building" was ordered to a third reading, was read the third time, and passed.

TROOPER TREVOR J. CASPER POST OFFICE BUILDING

The bill (H.R. 5712) to designate the facility of the United States Postal Service located at 220 Fremont Street in Kiel, Wisconsin, as the "Trooper Trevor J. Casper Post Office Building" was ordered to a third reading, was read the third time, and passed.

CHARLESETTA REECE ALLEN POST OFFICE BUILDING

The bill (H.R. 5985) to designate the facility of the United States Postal Service located at 517 Seagaze Drive in Oceanside, California, as the "Charlesetta Reece Allen Post Office Building" was ordered to a third reading, was read the third time, and passed.

SERGEANT CHRISTOPHER DAVID FITZGERALD POST OFFICE BUILDING

The bill (H.R. 6073) to designate the facility of the United States Postal Service located at 9925 Bustleton Avenue in Philadelphia, Pennsylvania, as the "Sergeant Christopher David Fitzgerald Post Office Building" was ordered to a third reading, was read the third time, and passed.

SERGEANT KENNETH E. MURPHY POST OFFICE BUILDING

The bill (H.R. 6651) to designate the facility of the United States Postal Service located at 603 West 3rd Street in Necedah, Wisconsin, as the "Sergeant Kenneth E. Murphy Post Office Building" was ordered to a third reading, was read the third time, and passed.

DR. WILLIAM I. 'BILL' KOTT POST OFFICE BUILDING

The bill (H.R. 7192) to designate the facility of the United States Postal Service located at 333 West Broadway in Anaheim, California, as the "Dr. William I. 'Bill' Kott Post Office Building" was ordered to a third reading, was read the third time, and passed.

COLONEL HANS CHRISTIAN HEG POST OFFICE

The bill (H.R. 7199) to designate the facility of the United States Postal Service located at S74w16860 Janesville Road, in Muskego, Wisconsin, as the "Colonel Hans Christian Heg Post Office" was ordered to a third reading, was read the third time, and passed.

LUKE LETLOW POST OFFICE BUILDING

The bill (H.R. 7423) to designate the facility of the United States Postal Service located at 103 Benedette Street in Rayville, Louisiana, as the "Luke Letlow Post Office Building" was ordered to a third reading, was read the third time, and passed.

The PRESIDING OFFICER. The majority leader.

LEGISLATIVE SESSION

MORNING BUSINESS

Mr. SCHUMER. Mr. President, I ask unanimous consent that the Senate proceed to legislative session and be in a period of morning business, with Senators permitted to speak therein for up to 10 minutes each.

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

INFRASTRUCTURE INVESTMENT AND JOBS ACT

Mr. DURBIN. Mr. President, it was not too long ago that the phrase "infrastructure week" was little more

than a punchline. Our roads and bridges were crumbling, our water systems were aging, and too many students were struggling to complete their homework assignments because they lacked access to reliable internet.

But 3 years ago, we finally came together on a bipartisan basis to agree that investing in our Nation's infrastructure is not a joke, and we did something about it. Last Friday marked 3 years since President Biden signed the Infrastructure Investment and Jobs Act—also known as the Bipartisan Infrastructure Law—into law.

Under the Bipartisan Infrastructure Law, we have made historic investments in America. Since its enactment, the Biden-Harris administration has announced \$568 billion in funding for more than 66,000 projects across all 50 States, DC, the territories, and Tribes. This funding has helped repair more than 196,000 miles of road, update 11,400 bridges, replace more than 350,000 lead pipes, and create nearly 16 million jobs.

As the son of two railroad workers, an aspect of these achievements that is most exciting to me is the \$66 billion invested in rail, which is the largest investment in passenger rail since the inception of Amtrak. For Illinoisans, this is especially important because Chicago is the rail hub of North America, with more trackage radiating in more directions than any other city. And thanks to the Bipartisan Infrastructure Law, our rail is becoming more efficient and reliable every day.

Senator DUCKWORTH and I have worked to make sure these historic levels of investment in transportation and infrastructure are felt in Illinois. The Biden administration invested \$18.9 billion in our State's public infrastructure—\$12.2 billion going to transportation. This also includes \$1.5 billion for clean water, including \$578 million dedicated to lead pipe and service line replacement.

For Illinoisans, this has meant investments through hundreds of grant awards all across the State, investments like CTA's long-awaited red line extension project, which will bring faster, more accessible transit options to our community, create thousands of jobs, and strengthen our economy. It has meant three large grant awards for O'Hare International Airport. This is one of our Nation's largest and busiest airports, and this funding will help it update its terminals and make sure Americans can get from point A to point B safely and on time.

It has meant millions of dollars invested in improving Chicago's Union Station, one of the Nation's busiest rail stations; in finishing the Springfield Rail Improvements Project—a decade-long effort to relocate the rail corridor in our State's capital; adding new zero emissions buses to fleets across the State, including in Rock Island and Rockford; and in completing the Chicago Region Environmental Transportation Efficiency or "CRE-

ATE" program, which will untangle rail bottlenecks in the Chicago region.

It also has meant investments in improving roadways like Goshen Road down in Edwardsville and replacing outdated railcars in East St. Louis. The Bipartisan Infrastructure Law is making America's public infrastructure more reliable and cost-efficient.

Now, there is no doubt that these historic investments serve hard-working families, strengthen our economy, and make us more competitive on the world stage. Now, some of you might say, "Well, that all sounds great, but how did we pay for all of this?"

I am happy to share that this law was paid for, in part, by a bill of mine called the REFUND Act, which requires drug manufacturers to pay a rebate to Medicare for unused and discarded medications. You see, for far too long, Big Pharma packaged expensive drugs in excessive, Costco-sized vials and made taxpayers and seniors foot the bill for leftover medication that was literally thrown in the trash. With this legislation, not only did the profiteering come to an end, we are saving seniors and taxpayers billions of dollars that helped to offset the cost of the Bipartisan Infrastructure Law.

When Americans need to take the bus, cross a bridge, or hop on the train to get to work in the morning, when they need to catch a flight to attend a family gathering, when they need to fill a pot or glass of water or connect to the internet, they expect that our Nation's infrastructure will safely, cheaply, and reliably deliver for them.

In addition to making our infrastructure more dependable, the Bipartisan Infrastructure Law has already created millions of good-paying, union jobs, boosted domestic manufacturing, and grown our economy from the middle out and the bottom up in every community. In red States and blue States alike, in communities rural and urban, this law is investing in America the way Americans deserve.

REMEMBERING BARBARA T. BOWMAN

Mr. DURBIN. Mr. President, it is often said that the greatest thing a leader can do is help nurture, shape, and create the next generation of leaders. Over the course of her life, Barbara Taylor Bowman—a pioneering force in early childhood education—did just that. I am sorry that Barbara passed away on November 4 at the age of 96. I wanted to take this moment to share some details about the remarkable life she led and the tremendous legacy she leaves.

A daughter of Illinois, Barbara was born just before the Great Depression. She was raised on the South Side of Chicago, where her early life was shaped by the positive values of community and education and the unjust realities of segregation and inequity. These formative experiences would later inspire her work and lifelong dedication to educational equity.

Barbara graduated from Sarah Lawrence College in 1950 and pursued a career as a preschool teacher, going on to earn her master's degree in education from the University of Chicago in 1952. By this point, her passion for bettering the lives of children through education had firmly taken root. Pursuing teaching during President Lyndon B. Johnson's War on Poverty, Barbara was inspired by the creation of Head Start, a program of the Department of Health and Human Services that provides comprehensive early childhood education, health, and nutrition. Shortly thereafter, in 1966, the Erikson Institute—originally founded as the Chicago School for Early Childhood Education by Barbara, child psychologist Maria Piers, social worker Lorraine Wallach, and philanthropist Irving B. Harris—was born.

Their vision for the Erikson Institute was simple: create an institution that would equip educators with the skills and knowledge to give all children an equal opportunity to succeed. Each of its founders left their own mark on the organization, but as the longest serving of its founders, Barbara not only shaped the institute's direction, she shaped its legacy. She went on to serve as its president from 1994 to 2001 and maintained a professorship at the institute, where she was the Irving B. Harris Professor of Child Development. And her impact did not go unnoticed. Today, the institute's Barbara T. Bowman Professor of Child Development position is named in her honor.

But this is far from the only recognition Barbara received. She served as the Chicago Public Schools' chief early education officer, the president of the National Association for the Education of Young Children, and was awarded honorary degrees from Bank Street College, Dominican University, Governors State University, Roosevelt University, and Wheelock College. Though impressive, these achievements fall short of capturing the impact Barbara had on Chicago and our Nation's children. She was a force for good, and she helped mold several generations of leaders through her commitment to education and social justice.

But to Barbara, one of her most important roles was that of mother, grandmother, and great-grandmother. With her beloved husband James E. Bowman, she raised their daughter Valerie Jarrett. She loved her daughter, her granddaughter Laura, and her great-grandchildren more than anything.

Barbara was a fierce champion for the rights of children, a staunch advocate for the power of education, and a believer in the idea that all children should have the opportunity to discover their potential. In her professional and personal life, Barbara not only shaped a pivotal educational institution, but also the very foundations of the field. She made Illinois and our Nation better.