

this infrastructure. We need to make the daily lives of tens of thousands of people better.

One of the most important steps we can take to alleviate this congestion and delays in New Jersey and throughout this region is to make this investment. But I also say another critical aspect of making those investments is to make a strategic investment in the Gateway project. Amtrak's 2015 budget request seeks to continue investing in needed preliminary work on the Gateway project. The Gateway project is Amtrak's most important initiative—a project that is going to generate benefits throughout the Northeast region that will have a multiplier effect throughout our economy, enabling growth, enabling job creation, improving the quality of life, and helping one of the most prosperous regions on the globe continue to grow.

Currently, there are just two tunnels connecting New Jersey to New York via rail. These tunnels are currently operating at full capacity, with roughly 24 trains at peak hours carrying over 70,000 riders daily, with no space for additional riders during rush hour. In order to execute repairs and safety checks on these 100-year-old tunnels, Amtrak is required to shut down the entire tunnel and suspend half the trips in and out of the city. This causes so much of a burden. This is an unnecessary burden. This is a threat to the safety of thousands of New Jersey Transit and Amtrak passengers.

Ridership demand in and out of Manhattan is actually predicted to double in the coming decades—double. It is critical for the economic health of our region to accommodate this increase and ensure that urgently needed growth and the safety and security of so many Americans. The Gateway project itself would build two new rail tunnels from New Jersey to New York City and expand Penn Station in New York to handle all of this additional capacity. This project alone would create thousands and thousands of jobs. It would reduce commuter times and make traveling by rail more flexible and, very importantly to resident after resident who has reached out to me, it would make it more reliable. This critical investment will drive economic growth throughout that entire region.

Upon completion, the Gateway project would allow Amtrak to run 8 more trains during peak hours and allow New Jersey Transit to run 13 more trains. This is a significant capacity increase that would take thousands of cars off the roads every single day. It would increase revenue for Amtrak and New Jersey Transit. It would allow intercity and commuting passengers shorter and easier trips up and down the Northeast and in and out of Manhattan, and it would improve significantly the air quality of our region, alleviating the respiratory challenges so many people unnecessarily face because of commuter car pollution.

In short, all of these reasons point to something critical: It would make it

easier for our region to be prosperous, for businesses to grow, and American opportunity to increase. It is essential that Congress join with Amtrak in advancing this important regional project and support Amtrak's overall mission to deliver reliable, efficient passenger rail service across the United States. For Amtrak to be successful in the long term, Congress needs to become a more reliable investment partner and fund multiyear Amtrak budgets, to have predictability in that funding, making it again multiyear. Our current approach of lurching from annual budget to annual budget does not allow for Amtrak to flourish and serve our citizens as it could and as it should. We need a level of predictability to make these kinds of investments. Support for the Amtrak fiscal year 2015 budget request would be a step in the right direction.

I urge my colleagues to appreciate this critical understanding that we are a people who thrive through connectivity, whether it is virtual connectivity on the Internet or even human connectivity; that we need to, in environments such as this, one to another, work together. Indeed, it is the words of Martin Luther King, written in a jail cell in Birmingham, AL, in 1963, in the spring of that year, almost 50 years ago—he wrote in profound manner, and I paraphrase it: We are all caught in an inescapable network of mutuality, tied in a common garment of destiny. It was an elevation and understanding of the power of human connection, that we share one destiny, and that when we exalt our connections, prosperity grows, equality grows, opportunity grows. What King talked about in a spiritual way lives also in the physical: Country, from its transcontinental railroads, a country that united itself in early innovations and AM/FM dials; all the ways we as a nation have made more robust connectivity. It has spurred industry, it has spawned industry, and it has made jobs multiply and multiply—economic growth connecting American to American. Right now, in this critical time, we must continue.

I hope my colleagues will join me in making sure we support the Amtrak budget. I know from personal experience the challenges and the trials and the dangers from the status quo. It is time for us to advance. It is time for us to come to together, to invest in America, to expand opportunity, and make real, in a physical way, those deepening connections we have, one to another.

Thank you, Mr. President. I yield the floor and I note the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. REID. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

MORNING BUSINESS

Mr. REID. Mr. President, I ask unanimous consent that the Senate proceed to a period of morning business with Senators allowed to speak for up to 10 minutes each.

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

WORLD AUTISM AWARENESS DAY

Mr. REID. Mr. President, one of the privileges of addressing the Senate each morning is the opportunity to call attention to what I believe and what I think the country believes are noble causes. I certainly hope so.

Today is World Autism Awareness Day. To the Americans who have autism and the millions of family and friends affected by this condition, one day is simply not enough to focus on this misunderstood illness, but it helps—and we certainly hope it does.

Autism is a general term for a group of complex disorders of brain developments affecting social interaction, communication, and behavior. According to a recent study by the Centers for Disease Control—in fact, the report came out this week—1 in 68 children is diagnosed with having some form of autism in our country. As more and more children are identified as being autistic, it is important we in Congress do all we can to provide them, their families, and their caretakers, the help that is so vitally necessary.

Under the Affordable Care Act, autism screenings and other preventive services are available at no cost to families. For those diagnosed with autism, the days of being denied health insurance due to their preexisting condition ended with the passage and implementation of the Affordable Care Act.

Today, because of the Affordable Care Act, adult children with autism may stay on their parents' policies through age 26, providing them with the stability and additional treatment they need.

With benefits such as these, it is no wonder that more than 7 million people have sought health coverage under the Affordable Care Act. This doesn't count the estimated 800,000 to 900,000 people on 14 State exchanges. But in addition, everyone who tried to sign up during the last many months and were unable to get through, for whatever reason, are also now going to be signing up, which will add hundreds of thousands of more people.

So the numbers are pretty clear. The estimate given by the White House many months ago, which my Republican colleagues made fun of, has now been exceeded. So maybe they will quiet down and stop talking about repealing this bill that affects millions and millions of people favorably.

While the health care law is helping autistic Americans who have been diagnosed and their families, researchers at the National Institutes of Health are