

cause. I encourage my colleagues on both sides of the aisle to support it.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. NADLER) that the House suspend the rules and pass the bill, S. 3103.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

#### EXTENSION OF AUTHORIZATION FOR SPECIAL ASSESSMENT FOR DOMESTIC TRAFFICKING VICTIMS' FUND

Mr. NADLER. Mr. Speaker, I move to suspend the rules and pass the bill (S. 4785) to extend by 19 days the authorization for the special assessment for the Domestic Trafficking Victims' Fund.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 4785

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

#### SECTION 1. EXTENSION OF AUTHORIZATION FOR SPECIAL ASSESSMENT FOR DOMESTIC TRAFFICKING VICTIMS' FUND.

Section 3014(a) of title 18, United States Code, is amended, in the matter preceding paragraph (1), by striking "September 11" and inserting "September 30".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. NADLER) and the gentleman from Ohio (Mr. JORDAN) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

#### GENERAL LEAVE

Mr. NADLER. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous material on S. 4785.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

Mr. NADLER. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, S. 4785 is bipartisan legislation that would extend until September 30 of this year, 2022, the mandatory special assessment of \$5,000 imposed on those convicted of certain offenses involving sexual abuse, sexual exploitation, or human trafficking.

Human trafficking is a multi-billion-dollar criminal industry that denies freedom to 24.9 million people around the world and generates more than \$150 billion annually in illicit profits. It is a reprehensible crime that touches communities across the country—from major cities to suburban enclaves and rural back roads—and can cause devastating, sometimes irreparable harm to victims who fall prey to cunning traffickers.

The fight against human trafficking requires a comprehensive, multidisci-

plinary strategy that includes prosecution of traffickers so that they cannot harm again, protection of victims through services to increase safety and treat trauma, and prevention efforts to alleviate social vulnerabilities to exploitation.

From providing immediate, emergency care when victims are identified to long-term care that helps survivors recover from their victimization, victim assistance is vital to the Federal anti-trafficking strategy and efforts to combat sexual abuse and exploitation as well as child pornography, which continue to be a threat to our children and other vulnerable persons.

The Justice for Victims of Trafficking Act, commonly referred to as the JVT Act, requires Federal sentencing judges to impose a special assessment of \$5,000 on those convicted of Federal crimes involving sexual abuse, child pornography, sexual exploitation, or human trafficking.

The fees collected from the special assessment are transferred to the Domestic Trafficking Victims' Fund and used to fund and enhance vital services and programming that assist victims and survivors who have been abused, exploited, and/or trafficked.

This past Sunday, the provision that requires judges to impose the special assessment expired, which necessitates the passage of this extension until the end of the fiscal year when it can be renewed as part of other ongoing legislation to fund the government.

Congress must do all we can to ensure that resources are available to support the needs of victims and survivors of human trafficking, sexual abuse, and sexual exploitation, who often have complex needs requiring a broader array of trauma-focused services and treatment.

Although we are considering the bill as introduced by Senators KLOBUCHAR and CORNYN, I must also thank Representative KAREN BASS for her work to introduce the House companion, H.R. 8684, and for her continued dedication to helping victims and survivors of human trafficking, sexual abuse, and sexual exploitation.

Mr. Speaker, I urge all my colleagues to support the extension of the \$5,000 special assessment, and I reserve the balance of my time.

□ 1445

Mr. JORDAN. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, this legislation extends the authorization for a special assessment for the Domestic Trafficking Victims' Fund for 19 days. The special assessment is a \$5,000 fine levied against someone convicted of certain Federal trafficking and sexual abuse offenses. These offenses include human smuggling, human trafficking, and sexual abuse of minors, among others.

This \$5,000 fine is in addition to other restitution or compensation that offenders might be forced to pay, such as court-ordered fines, orders of restitu-

tion, and other fines related to victim compensation.

Of course, an additional \$5,000 fine can never adequately deter criminals from committing these heinous acts. A much more effective solution would be to make it more difficult for criminals to traffic and smuggle people across our borders in the first place.

Unfortunately, House Democrats are flat-out unwilling to do anything to stop the Biden border crisis. For 21 months, we have seen how dangerous criminals have exploited our open borders to smuggle people and drugs, particularly fentanyl, into our country.

The blame for the border crisis, and also our crime crisis, lies squarely at the feet of the radical left's agenda and their anti-law enforcement agenda.

House Republicans are more than willing to increase penalties for human trafficking and human smuggling, but the House can and should do much more to address the catastrophic border crisis caused by President Biden's failures.

Literally, in 20 months, we have gone from a secure border to no border. It would help if we actually had a border again to deal with these issues that we are discussing here today.

Mr. Speaker, I yield back the balance of my time.

Mr. NADLER. Mr. Speaker, I yield myself the balance of my time.

S. 4785 is bipartisan legislation that would extend the \$5,000 special assessment that provides funding to help victims and survivors of sexual abuse, sexual exploitation, child pornography, and human trafficking, through services, programming, and treatment tailored to their specific needs.

Each of us should make every effort to support programs that help rescue survivors of these reprehensible crimes and provide them with the resources they need to become whole again, while also holding perpetrators accountable for the harms they cause.

I urge all my colleagues to support S. 4785, and I yield back the balance of my time.

Ms. JACKSON LEE. Mr. Speaker, I rise in support of S. 4785, bipartisan legislation that would extend the authorization of the \$5,000 special assessment for the Domestic Trafficking Victims' Fund.

Human trafficking is one of the greatest ongoing threats to human rights in the world—and in this country.

An estimated 25 percent of human trafficking victims are reportedly in my home state of Texas, with Houston being one of the largest hubs for human trafficking in the country. And although some populations are at greater risk of victimization than others, human trafficking spans all races, ages, genders, and every socioeconomic status.

In 2020, the National Human Trafficking Hotline identified more than 16,000 victims of human trafficking, who likely represent only a fraction of the actual problem.

In that same year, the National Center for Missing and Exploited Children received more than 21.7 million reports, most of which were related to child sexual abuse material, online

entice ment, child sex trafficking, and child sexual molestation.

Victims who have been exploited or abused sexually or trafficked, whether for labor or sex, require and deserve victim-focused, culturally informed responses from well-trained providers and law enforcement, that direct them towards emergency and long-term services critical to sustaining them as they heal.

Funding and grants—from the Domestic Trafficking Victims' Fund to develop, expand, strengthen, and provide these victim services and programming—derive from the mandatory special assessment, which is imposed on perpetrators convicted of human trafficking, sexual abuse and exploitation, and child pornography.

Because it is our duty not only to ensure victims and survivors of these ghastly crimes are not re-victimized but also to provide them with services that help them successfully re-integrate into society, we must extend the authorization of the \$5,000 special assessment.

I support S. 4875 and encourage my colleagues to do the same.

We must also continue to shape legislation to improve upon the U.S. antitrafficking response—as well as other legislation and programming aimed at preventing sexual exploitation and sexual abuse and protecting victims and survivors—particularly our children and youth.

That is why I introduced H.R. 7566, the Stop Human Trafficking in School Zones Act, to ensure schools are safe havens for students.

It is my hope that my bill, which was ordered to be reported favorably by voice vote, will be brought to the floor for consideration soon.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. NADLER) that the House suspend the rules and pass the bill, S. 4785.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. BIGGS. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

#### DRONE INFRASTRUCTURE INSPECTION GRANT ACT

Ms. NORTON. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5315) to direct the Secretary of Transportation to establish in the Department of Transportation a drone infrastructure inspection grant program and a drone education and training grant program, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5315

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

#### SECTION 1. SHORT TITLE.

*This Act may be cited as the “Drone Infrastructure Inspection Grant Act”.*

#### SEC. 2. DRONE INFRASTRUCTURE INSPECTION GRANT PROGRAM.

(a) *AUTHORITY.*—The Secretary of Transportation shall establish a drone infrastructure inspection grant program to make grants to governmental entities to facilitate the use of eligible small unmanned aircraft systems to increase efficiency, reduce costs, improve worker and community safety, reduce carbon emissions, or meet other priorities (as determined by the Secretary) related to critical infrastructure projects.

(b) *USE OF GRANT AMOUNTS.*—A governmental entity may use a grant provided under this section to—

(1) purchase or lease eligible small unmanned aircraft systems;

(2) support operational capabilities of eligible small unmanned aircraft systems by the governmental entity;

(3) contract for services performed with an eligible small unmanned aircraft system in circumstances in which the governmental entity does not have the resources or expertise to safely carry out or assist in carrying out the activities described under subsection (a); and

(4) support the program management capability of the governmental entity to use an eligible small unmanned aircraft system.

(c) *ELIGIBILITY.*—To be eligible to receive a grant under this section, a governmental entity shall submit an application to the Secretary at such time, in such form, and containing such information as the Secretary may require, including an assurance that the governmental entity or its contractor will comply with relevant federal regulations.

(d) *SELECTION OF APPLICANTS.*—In selecting an applicant for a grant under this section, the Secretary shall prioritize projects that propose to—

(1) carry out a critical infrastructure project in a historically disadvantaged community; or

(2) address a safety risk in the inspection, operation, maintenance, repair, modernization, or construction of an element of critical infrastructure.

(e) *LIMITATION.*—Nothing in this section shall be construed as to interfere with an agreement between a governmental entity and a labor union.

(f) *REPORT TO CONGRESS.*—Not later than 1 year after the first grant is provided under this section, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that evaluates the program carried out under this section, including—

(1) a description of the number of grants awarded;

(2) the amount of each grant;

(3) the activities funded under this section; and

(4) the effectiveness of such funded activities in meeting the objectives described in subsection (a).

(g) *FUNDING.*—

(1) *FEDERAL SHARE.*—

(A) *IN GENERAL.*—Except as provided in subparagraph (B), the Federal share of the cost of a project carried out using a grant under this section shall not exceed 80 percent of the total project cost.

(B) *WAIVER.*—The Secretary may increase the Federal share requirement under subparagraph (A) to up to 100 percent for a project carried out using a grant under this section by a governmental entity if such entity—

(i) submits a written application to the Secretary requesting an increase in the Federal share; and

(ii) demonstrates that the additional assistance is necessary to facilitate the acceptance and full use of a grant under this section, such as alleviating economic hardship, meeting additional workforce needs, or such other uses that the Secretary determines to be appropriate.

(2) *AUTHORIZATION OF APPROPRIATIONS.*—There are authorized to be appropriated to carry out this section—

(A) \$50,000,000 for fiscal year 2023; and

(B) \$50,000,000 for fiscal year 2024.

#### SEC. 3. DRONE EDUCATION AND WORKFORCE TRAINING GRANT PROGRAM.

(a) *AUTHORITY.*—The Secretary of Transportation shall establish a drone education and training grant program to make grants to educational institutions for workforce training for eligible small unmanned aircraft system technology.

(b) *USE OF GRANT AMOUNTS.*—Amounts from a grant under this section shall be used in furtherance of activities authorized under sections 631 and 632 of the FAA Reauthorization Act 2018 (49 U.S.C. 40101 note).

(c) *ELIGIBILITY.*—To be eligible to receive a grant under this section, an educational institution shall submit an application to the Secretary at such time, in such form, and containing such information as the Secretary may require.

(d) *AUTHORIZATION OF APPROPRIATIONS.*—There are authorized to be appropriated to carry out this section—

(1) \$50,000,000 for fiscal year 2023; and

(2) \$50,000,000 for fiscal year 2024.

#### SEC. 4. DEFINITIONS.

*In this Act:*

(1) *CRITICAL INFRASTRUCTURE.*—The term “critical infrastructure” has the meaning given such term in section 1016(e) of the Critical Infrastructures Protection Act of 2001 (42 U.S.C. 5195c(e)).

(2) *CRITICAL INFRASTRUCTURE PROJECT.*—The term “critical infrastructure project” means a project for the inspection, operation, maintenance, repair, modernization, or construction of an element of critical infrastructure, including mitigating environmental hazards to such infrastructure.

(3) *COVERED FOREIGN ENTITY.*—The term “covered foreign entity” means an entity—

(A) included on the Consolidated Screening List or Entity List as designated by the Secretary of Commerce;

(B) domiciled in the People's Republic of China or the Russian Federation;

(C) subject to influence or control by the government of the People's Republic of China or by the Russian Federation; or

(D) is a subsidiary or affiliate of an entity described in subparagraphs (A) through (C).

(4) *EDUCATIONAL INSTITUTION.*—The term “educational institution” means an institution of higher education (as defined in section 101 of the Higher Education Act of 1965 (20 U.S.C. 1001)) that participates in a program authorized under sections 631 and 632 of the FAA Reauthorization Act of 2018 (49 U.S.C. 40101 note).

(5) *ELEMENT OF CRITICAL INFRASTRUCTURE.*—The term “element of critical infrastructure” means a critical infrastructure facility or asset, including public bridges, tunnels, roads, highways, dams, electric grid, water infrastructure, communication systems, pipelines, or other related facilities or assets, as defined by the Secretary.

(6) *ELIGIBLE SMALL UNMANNED AIRCRAFT SYSTEM.*—The term “eligible small unmanned aircraft system” means a small unmanned aircraft system manufactured or assembled by a company that is domiciled in the United States and is not a covered foreign entity.

(7) *GOVERNMENTAL ENTITY.*—The term “governmental entity” means—

(A) a State, the District of Columbia, the Commonwealth of Puerto Rico, a territory of the United States, or a political subdivision thereof;

(B) a unit of local government;

(C) a Tribal Government;

(D) a metropolitan planning organization; or

(E) a combination of the entities described in subparagraphs (A) through (D).

(8) *SMALL UNMANNED AIRCRAFT; UNMANNED AIRCRAFT; UNMANNED AIRCRAFT SYSTEM.*—The terms “small unmanned aircraft”, “unmanned aircraft”, and “unmanned aircraft system” have the meanings given such terms in section 44801 of title 49, United States Code.