

entertainment, 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.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from the District of Columbia (Ms. NORTON) and the gentleman from Louisiana (Mr. GRAVES) each will control 20 minutes.

The Chair recognizes the gentlewoman from the District of Columbia.

GENERAL LEAVE

Ms. NORTON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 5315, as amended.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from the District of Columbia? There was no objection.

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

Mr. Speaker, I rise in support of H.R. 5315, the Drone Infrastructure Inspection Grant Act, legislation sponsored by Mr. STANTON of Arizona and Mr. GRAVES from Louisiana.

In recent years, small unmanned systems, also known as drones, have been valuable assets in the inspection, maintenance, and repair of the Nation's critical infrastructure. Drones have many uses, from surveying transmission lines and inspecting bridges, to assessing damage from natural disasters. As this aviation technology continues to evolve, State and local governments should have the opportunity to leverage these systems to help identify and address the growing infrastructure needs across the country.

H.R. 5315 establishes a drone infrastructure inspection grant program and a drone education and workforce training grant program at the U.S. Department of Transportation to help increase efficiency, reduce costs, improve worker safety, and reduce carbon emissions related to critical infrastructure projects.

Specifically, the bill authorizes competitive Department of Transportation grants for State, Tribal, and local governments to purchase, lease, contract for services, or support the operational management of small drones to perform certain infrastructure projects. H.R. 5315 ensures that these Federal funds can only be used for small drone technology manufactured or assembled by a U.S. company, includes safeguards for related labor agreements, and prioritizes projects conducted in historically disadvantaged communities.

In order to help equip the future U.S. transportation workforce with the skills necessary to capitalize on drone technology and compete globally, H.R. 5315 also invests Federal funding in drone workforce training and education programs at universities and community colleges. This program will be particularly beneficial as the U.S. aviation sector works to achieve a workforce that better reflects the diversity of the country as a whole.

H.R. 5315 has the support of cosponsors from both sides of the aisle and the endorsement of several key organizations representing the U.S. aviation

and aerospace sector, and State, Tribal, and local governments.

Mr. Speaker, I include in the RECORD a letter of support from these organizations.

SEPTEMBER 8, 2022.

Hon. NANCY PELOSI,
Speaker of the House, House of Representatives,
Washington, DC.

Hon. STENY HOYER,
Majority Leader, House of Representatives,
Washington, DC.

Hon. KEVIN MCCARTHY,
Minority Leader, House of Representatives,
Washington, DC.

Hon. STEVE SCALISE,
Minority Whip, House of Representatives,
Washington, DC.

DEAR SPEAKER PELOSI, MAJORITY LEADER HOYER, MINORITY LEADER MCCARTHY AND MINORITY WHIP SCALISE: We write in strong support of H.R. 5315, the bipartisan Drone Infrastructure Inspection Grant (DIIG) Act, and respectfully request that the bill be added to the House floor schedule. The DIIG Act addresses the urgent critical infrastructure inspection backlog our nation faces today, while also investing in the drone workforce of tomorrow.

The bill's purpose is twofold. First, it would authorize the U.S. Department of Transportation (USDOT) to provide competitive grants to state, tribal, and local governments to use secure small unmanned aircraft systems (UAS) to perform critical infrastructure inspections. Drones provide states with a safe and cost effective way to identify and repair critical infrastructure problems in early stages, saving money, time, and preventing needless consumer and worker injuries and death.

Second, the bill would invest in our nation's future workforce by authorizing USDOT competitive grants for workforce training and education at institutions of higher education, including community colleges. This would position current and future workers to capitalize on the fast-growing drone economy, and help to cultivate a diverse workforce. To date, over 90 institutions have been approved by the Federal Aviation Administration as VAS-Collegiate Training Initiative Schools. This bill would nurture a dynamic workforce—ready to adapt to the technological advancements of the future.

The DIIG Act passed out of the House Transportation and Infrastructure Committee by a bipartisan vote of 54-4 on April 28th. We hope you join us in supporting the DIIG Act by adding it to the House floor schedule as soon as possible. Thank you for your consideration.

Sincerely,

National League of Cities (NLC), National Conference of State Legislatures (NCSL), National Association of Counties (NACo), National Association of State Aviation Officials (NASAO), American Association of State Highway and Transportation Officials, Association of Uncrewed Vehicle Systems International (AUVSI), Commercial Drone Alliance (CDA).

NATE: The Communications Infrastructure Contractors Association, Northeast UAS Airspace Integration Research Alliance, Inc (NUAIR), Alaska Department of Transportation & Public Facilities, Choctaw Nation of Oklahoma, Kansas UAS Joint Task Force, Texas Association of Counties, San Bernardino County.

Ms. NORTON. Mr. Speaker, I urge my colleagues to support this legislation, and I reserve the balance of my time.

Mr. GRAVES of Louisiana. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 5315 is bipartisan legislation that addresses problems we have seen in the United States.

Mr. Speaker, we had a bridge collapse in Minnesota; we had a bridge collapse in Georgia; and, more recently, right on the Tennessee-Arkansas line on the interstate, we saw a bridge collapse.

All of these accidents that resulted in deaths and injuries and incredible impacts to traffic, they could have been prevented. They could have been prevented by lowering the threshold by doing safety inspections to critical infrastructure, like bridges; and this legislation helps to facilitate that.

Mr. Speaker, over 90 percent of the drones that were flown in the United States used to be foreign-made, in fact, from China. This legislation not only helps to facilitate the incorporation of drone inspection, which is cheaper, it is more thorough, it is more easily accessible, and it lowers the threshold to safety inspections. It doesn't put workers at risk. But it also ensures that we continue making progress on this domestic drone industry and no longer cede this leadership role to China.

This bill ensures that this is a domestic industry, U.S. technology, American jobs. And as the gentlewoman just said, this legislation also ensures that we have the workforce able to do this.

This bill is for 2 years. It is not designed to be in perpetuity. It is 2 years. It is helping to seed this industry; helping to incorporate this technology into our State DOTs, into our programs related to utilities and transmission lines, and even in the aftermath of disasters which, unfortunately, in my home State of Louisiana, we often experience.

I thank my friend for working with us on a bipartisan basis on this legislation, the gentleman from Arizona, the sponsor of this legislation.

Mr. Speaker, I urge adoption of this legislation, and I yield back the balance of my time.

Ms. NORTON. Mr. Speaker, I yield 5 minutes to the gentleman from Arizona (Mr. STANTON).

Mr. STANTON. Mr. Speaker, I thank the gentlewoman for yielding.

Mr. Speaker, I rise today in strong support of this commonsense, bipartisan legislation, and I thank Chairman DEFazio and the gentleman from Louisiana (Mr. GRAVES) for working with me on it.

Our country must do a better job inspecting infrastructure. There is a nationwide backlog, and it is because traditional methods of inspecting critical infrastructure are often time-consuming, dangerous, and expensive. Inspections are essential, though, and we have seen tragic results around the country when structural flaws go unnoticed.

Modern technology has given us a great tool that we can use for inspections: Drones. Using a drone to inspect infrastructure in hard-to-reach places, such as underneath bridges, can speed up the inspection process so that we

can get through the backlog more quickly, and it can help save money, as well.

In fact, the American Association of State Highway and Transportation Officials estimate that utilizing drones reduces the cost of infrastructure inspections by 74 percent and the time needed to conduct the inspection by 88 percent.

Not only that, but drone inspections are much safer for the workers than having a human hang under a tall bridge. It is an easy way to improve job safety.

In my home State, the Arizona Department of Transportation has been using drones for several years to inspect hard-to-reach areas on bridges, and survey near highways where falling rocks or ground movements are potential hazards.

What this bill does is simple: It gives more States, Tribes, and local governments the opportunity to use drones. It creates competitive grants to purchase, contract for services, or develop program capability for American-made, small, unmanned aircraft systems to perform critical infrastructure inspection, maintenance, operation, or repair projects. And it provides resources to train the next generation and upskill our existing workforce.

This bill has broad support from the U.S. Chamber of Commerce, National Association of Counties, National League of Cities, National Conference of State Legislatures, National Association of State Aviation Officials, American Association of State Highway and Transportation Officials, the Association for Unmanned Vehicle Systems International, and many, many others.

I urge my colleagues to support this important bipartisan bill.

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Ms. NORTON. Mr. Speaker, I urge my colleagues to support the legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from the District of Columbia (Ms. NORTON) that the House suspend the rules and pass the bill, H.R. 5315, as amended.

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.

NATIONAL AVIATION PREPAREDNESS PLAN ACT OF 2022

Ms. NORTON. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 884) to direct the Secretary of Transportation to establish a national

aviation preparedness plan for communicable disease outbreaks, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 884

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 “National Aviation Preparedness Plan Act of 2022”.

SEC. 2. NATIONAL AVIATION PREPAREDNESS PLAN.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Secretary of Transportation, in coordination with the Secretary of Health and Human Services, the Secretary of Homeland Security, and the heads of such other Federal departments or agencies as the Secretary of Transportation considers appropriate, shall develop a national aviation preparedness plan for communicable disease outbreaks.

(b) CONTENTS OF PLAN.—The plan developed under subsection (a) shall, at a minimum—

(1) provide airports and air carriers with an adaptable and scalable framework with which to align the individual plans, including the emergency response plans, of such airports and air carriers and provide guidance as to each individual plan;

(2) improve coordination among airports, air carriers, U.S. Customs and Border Protection, the Centers for Disease Control and Prevention, other appropriate Federal entities, and State and local governments and health agencies with respect to preparing for and responding to communicable disease outbreaks;

(3) to the extent practicable, improve coordination among relevant international entities;

(4) create a process to identify appropriate personal protective equipment, if any, for covered employees to reduce the likelihood of exposure to a covered communicable disease, and thereafter issue recommendations for the equipping of such employees;

(5) create a process to identify appropriate techniques, strategies, and protective infrastructure, if any, for the cleaning, disinfecting, and sanitization of aircraft and enclosed facilities owned, operated, or used by an air carrier or airport, and thereafter issue recommendations pertaining to such techniques, strategies, and protective infrastructure;

(6) identify and assign Federal agency roles in the deployment of emerging and existing technologies and solutions to reduce covered communicable diseases in the aviation ecosystem;

(7) clearly delineate the responsibilities of the sponsors and operators of airports, air carriers, and Federal agencies in responding to a covered communicable disease;

(8) incorporate, as appropriate, the recommendations made by the Comptroller General of the United States to the Secretary of Transportation contained in the report titled “Air Travel and Communicable Diseases: Comprehensive Federal Plan Needed for U.S. Aviation System’s Preparedness”, issued in December 2015 (GAO-16-127);

(9) consider the latest peer-reviewed scientific studies that address communicable disease with respect to air transportation; and

(10) consider funding constraints.

(c) CONSULTATION.—When developing the plan under subsection (a), the Secretary of Transportation shall consult with aviation industry and labor stakeholders, including representatives of—

(1) air carriers, which shall include domestic air carriers consisting of major air car-

riers, low-cost carriers, regional air carriers and cargo carriers;

(2) airport operators, including with respect to large hub, medium hub, small hub, and nonhub commercial service airports;

(3) labor organizations that represent airline pilots, flight attendants, air carrier airport customer service representatives, and air carrier maintenance, repair, and overhaul workers;

(4) the labor organization certified under section 7111 of title 5, United States Code, as the exclusive bargaining representative of air traffic controllers of the Federal Aviation Administration;

(5) the labor organization certified under such section as the exclusive bargaining representative of airway transportation systems specialists and aviation safety inspectors of the Federal Aviation Administration;

(6) trade associations representing air carriers and airports;

(7) aircraft manufacturing companies;

(8) general aviation; and

(9) such other stakeholders as the Secretary considers appropriate.

(d) REPORT.—Not later than 30 days after the plan is developed under subsection (a), 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 includes such plan.

(e) REVIEW OF PLAN.—Not later than 1 year after the date on which a report is submitted under subsection (d), and again not later than 5 years thereafter, the Secretary shall review the plan included in such report and, after consultation with aviation industry and labor stakeholders, make changes by rule as the Secretary considers appropriate.

(f) GAO STUDY.—Not later than 18 months after the date of enactment of this Act, the Comptroller General shall conduct and 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 study assessing the national aviation preparedness plan developed under subsection (a), including—

(1) whether such plan—

(A) is responsive to any previous recommendations relating to aviation preparedness with respect to an outbreak of a covered communicable disease or global health emergency made by the Comptroller General; and

(B) meets the obligations of the United States under international conventions and treaties; and

(2) the extent to which the United States aviation system is prepared to respond to an outbreak of a covered communicable disease.

(g) DEFINITIONS.—In this section:

(1) COVERED EMPLOYEE.—The term “covered employee” means—

(A) an individual whose job duties require interaction with air carrier passengers on a regular and continuing basis and who is an employee of—

(i) an air carrier;

(ii) an air carrier contractor;

(iii) an airport; or

(iv) the Federal Government; or

(B) an air traffic controller or systems safety specialist of the Federal Aviation Administration.

(2) COVERED COMMUNICABLE DISEASE.—The term “covered communicable disease” means a communicable disease that has the potential to cause a future epidemic or pandemic of infectious disease that would constitute a public health emergency of international concern as declared, after the date of enactment of this Act, by the Secretary of Health and Human Services under section 319