shall be fined under this title, imprisoned for not more than 30 years, or both;

''(3) in the case of a violation involving 10 or more persons, shall be fined under this title, imprisoned for not more than 30 years, or both;

''(4) in the case of a violation involving the bribery or corruption of a United States or foreign government official, shall be fined under this title, imprisoned for not more than 30 years, or both;

''(5) in the case of a violation involving robbery or extortion (as such terms are defined in paragraph (1) or (2), respectively, of section 1951(b)), shall be fined under this title, imprisoned for not more than 30 years, or both;

''(6) in the case of a violation causing any person to be subjected to an involuntary sexual act (as defined in section 2246(2)), shall be fined under this title, imprisoned for not more than 30 years, or both;

''(7) in the case of a violation resulting in the death of any person, shall be fined under this title, imprisoned for any term of years or for life, or both;

''(8) in the case of a violation in which any alien is confined or restrained, including by the taking of clothing, goods, or personal identification documents, shall be fined under this title, imprisoned for not more than 10 years, or both; or

''(9) in the case of smuggling an unaccompanied alien child (as defined in section 462(g)(2) of the Homeland Security Act of 2002 (6 U.S.C. 279(g)(2)), shall be fined under this title or imprisoned not more than 20 years.

''(e) DEFINITIONS.—In this section:

''(1) EFFORT OR SCHEME TO ASSIST OR CAUSE 3 OR MORE PERSONS.—The term 'effort or scheme to assist or cause 3 or more persons' does not require that the 3 or more persons enter, attempt to enter, prepare to enter, or travel at the same time if such acts are completed during a 1-year period.

''(2) LAWFUL AUTHORITY.—The term 'lawful authority'—

''(A) means permission, authorization, or license that is expressly provided for under the immigration laws of the United States; and

''(B) does not include—

''(i) any authority described in subparagraph (A) that was secured by fraud or otherwise unlawfully obtained; or

''(ii) any authority that was sought, but not approved.''.

(2) CLERICAL AMENDMENT.—The table of sections for chapter 77 of title 18, United States Code, is amended by inserting after the item relating to section 1597 the following:

''1598. Organized human smuggling.''.

(c) STRATEGY TO COMBAT HUMAN SMUGGLING.—

(1) HIGH TRAFFIC AREAS OF HUMAN SMUGGLING DEFINED.—In this subsection, the term ''high traffic areas of human smuggling'' means the United States ports of entry and areas between such ports that have relatively high levels of human smuggling activity, as measured by U.S. Customs and Border Protection.

(2) IMPLEMENTATION.—Not later than 1 year after the date of the enactment of this Act, the Secretary of Homeland Security shall implement a strategy to deter, detect, and interdict human smuggling across the international land and maritime borders of the United States.

(3) COMPONENTS.—The strategy referred to in paragraph (2) shall include—

(A) efforts to increase coordination between the border and maritime security components of the Department of Homeland Security;

(B) an identification of intelligence gaps impeding the ability to deter, detect, and interdict human smuggling across the international land and maritime borders of the United States;

(C) efforts to increase information sharing with State and local governments and other Federal agencies;

(D) efforts to provide, in coordination with the Federal Law Enforcement Training Center, training for the border and maritime security components of the Department of Homeland Security to deter, detect, and interdict human smuggling across the international land and maritime borders of the United States; and

(E) the identification of the high traffic areas of human smuggling.

(4) REPORT.—

(A) IN GENERAL.—Not later than 6 months after the date of the enactment of this Act, the Secretary of Homeland Security shall submit a report that describes the strategy to be implemented under paragraph (2), including the components listed in paragraph (3), to—

(i) the Committee on Homeland Security and Governmental Affairs of the Senate; and

(ii) the Committee on Homeland Security of the House of Representatives.

(B) FORM.—The Secretary may submit the report required under subparagraph (A) in classified form if the Secretary determines that such form is appropriate.

(5) ANNUAL LIST OF HIGH TRAFFIC AREAS.—Not later than February 1st of the first year beginning after the date of the enactment of this Act, and annually thereafter, the Secretary of Homeland Security shall submit a list of the high traffic areas of human smuggling referred to—

(A) the Committee on Homeland Security and Governmental Affairs of the Senate; and

(B) the Committee on Homeland Security of the House of Representatives.

By Mr. REED (for himself, Mr. DURBIN, Mr. WHITEHOUSE, Mr. MARKEY, and Mr. LEAHY):

S. 2755. A bill to prevent deaths occurring from drug overdoses; to the Committee on Health, Education, Labor, and Pensions.

Mr. REED. Mr. President, today, in an effort to decrease the rate of drug overdose deaths, I am pleased to be joined by Senators DURBIN, MARKEY, WHITEHOUSE, and LEAHY in introducing the Overdose Prevention Act. Representative DONNA EDWARDS has introduced a similar bill in the House.

Throughout the country, the death rate from drug overdoses has been rapidly climbing. According to the Centers for Disease Control and Prevention, CDC, drug overdose death rates have more than tripled since 1990, and more than 110 Americans died each day from drug overdoses in 2011. More than half of these deaths are attributable to opioids, like prescription pain relievers or heroin. Indeed, this tragic epidemic has hit particularly hard in my home State of Rhode Island, where already in 2014, more than 100 individuals have died from apparent and confirmed drug overdoses.

Americans aged 25 to 64 are now more likely to die as a result of a drug overdose than from injuries sustained in motor vehicle traffic crashes. While overdoses from illegal drugs persist as a major public health problem, fatal overdoses from prescribed opioid pain medications such as oxycodone account for more than 40 percent of all overdose deaths.

It is clear that we must do more to stop these often preventable deaths. Fortunately, the drug naloxone, which has no side effects and no potential for abuse, is widely recognized as an important tool to help prevent drug overdose deaths. Naloxone can rapidly reverse an overdose from heroin and opioid medications if provided in a timely manner. Overdose prevention programs, including those that utilize naloxone, have been credited with saving more than 10,000 lives since 1996, according to the CDC.

Opioid abuse and overdose is not an abstract threat found in far-off corners. It is a national public health crisis and it's taking place right here at home in our communities and our neighborhoods.

Rhode Island is taking steps to combat this scourge and is leading the way in adopting innovative solutions. Through a ''collaborative practice agreement,'' some Rhode Island pharmacies are dispensing naloxone, along with training about its proper use, to anyone who walks in and requests the treatment, no prescription necessary. In addition, the Rhode Island State Police now carry naloxone in every cruiser. However, there's more work to be done at the federal level.

The Overdose Prevention Act, which I am introducing today, would complement Rhode Island's efforts and take important steps towards addressing this issue and increasing access to naloxone in our communities. The legislation aims to establish a comprehensive national response to this epidemic that emphasizes collaboration between State and Federal officials and employs best practices from the medical community, as well as programs and treatments that have been proven effective to combat this startling national trend. This is an emergency and it requires a coordinated and comprehensive response.

Specifically, the bill would authorize the U.S. Department of Health and Human Services, HHS, to award funding through cooperative agreements to eligible entities—like public health agencies or community-based organizations with expertise in preventing overdose deaths. As a condition of participation, an entity would use the grant to purchase and distribute naloxone, and carry out overdose prevention activities, such as educating and training prescribers, pharmacists, and first responders on how to recognize the signs of an overdose, seek emergency medical help, and administer naloxone and other first aid.

As rates of overdose deaths continue to spike, public health agencies, law enforcement, and others are struggling to keep up without accurate and timely information about the epidemic. Therefore, the Overdose Prevention Act would also require HHS to take

steps to improve surveillance and research of drug overdose deaths, so that public health agencies, law enforcement, and community organizations have an accurate picture of the problem.

It would also establish a coordinated federal plan of action to address this epidemic. The Overdose Prevention Act brings together first responders, medical personnel, addiction treatment specialists, social service providers, and families to help save lives and get at the root of this problem.

I am pleased that the Overdose Prevention Act has the support of the American Association of Poison Control Centers, the Drug Policy Alliance, the Harm Reduction Coalition, and the Trust for America's Health. I look forward to working with these and other stakeholders, as well as Representative EDWARDS and the rest of our colleagues in passing this crucial legislation. Many of these overdose deaths are preventable, and it is time for Congress to act to give communities the help they need to stop this epidemic.

By Mr. BOOKER:

S. 2761. A bill to amend title 23, United States Code, to permit the consolidation of metropolitan planning organizations, and for other purposes; to the Committee on Environment and Public Works.

Mr. BOOKER. Mr. President, I rise to talk about our Nation's infrastructure and how Congress needs a long-term transportation bill that empowers local and regional planning authorities.

Infrastructure drives our economy. New Jersey alone has more than 38,000 miles of public roads, and nearly 1,000 miles of rail freight lines, connecting every corner of my State to consumers and networks throughout the region.

This means jobs. It means quality of life. It means investment in our communities and moving us forward.

Currently, just 8 percent of our Federal highway dollars are controlled by regional and local interests.

In order to increase the role of local communities in our transportation policy decisions, I introduced today The Local Empowerment Act, which would reward high-performing Metropolitan Planning Organizations, MPO's, with additional, directly-allocated funds.

MPO's that coordinate well with other MPOs in the region, consider performance goals as part of their planning, have equitable approaches to decision making, and demonstrate high technical capacity would be rewarded with additional resources to support their local priorities.

Consider the fact that ¾ of GDP is generated from within metro areas, 65 percent of the population resides in metro areas, and 95 percent of all public transportation passenger miles traveled take place in metro areas.

As the mayor of Newark, NJ, I learned through first-hand experience how important it is that the federal government partner with local communities to make substantial, long-term investments in our transportation infrastructure.

Federal transportation policy must provide local and regional stakeholders with resources and decision-making power, and take into account how local communities are being impacted by congestion, air pollution and our broader investment decisions.

At all levels of government, there is a dire need for additional, creative policy options that will rind more projects, create more jobs, and rehabilitate and rebuild our crumbling infrastructure.

I would like to highlight the leadership of Anthony Foxx, Secretary of Transportation, for proposing a program along the lines of this legislation.

Secretary Foxx, like me a former mayor, understands how important it is that Federal programs empower local entities and I urge my colleagues to join in supporting this legislation.

SUBMITTED RESOLUTIONS

SENATE RESOLUTION 531—HONORING THE LIFE, ACCOMPLISHMENTS, AND LEGACY OF LOUIS ZAMPERINI AND EXPRESSING CONDOLENCES ON HIS PASSING

Mrs. FEINSTEIN (for herself and Mr. MCCAIN) submitted the following resolution; which was referred to the Committee on the Judiciary:

S. RES. 531

Whereas Louis Silvie ''Lou'' Zamperini was born on January 26, 1917, to Anthony and Louise Zamperini, in Olean, New York;

Whereas Louis Zamperini represented the United States in the 1936 Olympics in Berlin as a distance runner;

Whereas Louis Zamperini graduated from the University of Southern California in 1940 and enlisted in the United State Army Air Corps in 1941, earning the rank of lieutenant;

Whereas in May 1943, Louis Zamperini's B-24 bomber malfunctioned and crashed during a search-and-rescue mission over the Pacific Ocean, leaving him and 2 other individuals stranded;

Whereas Louis Zamperini survived for 47 days adrift in a life raft with Second Lieutenant Russell Phillips before being captured by Japanese forces and placed in a prisoner of war camp;

Whereas for more than 2 years, during his imprisonment, Louis Zamperini endured brutal treatment and forced labor with courage and resilience;

Whereas upon the conclusion of World War II, Louis Zamperini was released from the prisoner of war camp in September 1945;

Whereas Louis Zamperini was promoted to captain and awarded multiple distinguishing military honors, including the Purple Heart, the Distinguished Flying Cross, and the Prisoner of War Medal;

Whereas Louis Zamperini was given the honor of carrying the Olympic flame in 1984, 1996, and 1998;

Whereas in the years after World War II, Louis Zamperini traveled as an inspirational public speaker, using his experiences to inspire a message of forgiveness;

Whereas the airport in Torrance, California was named ''Zamperini Field'' in honor of Louis Zamperini; and

Whereas Louis Zamperini leaves a legacy as a national hero and an inspiration to future generations: Now, therefore, be it

Resolved, That the Senate—

(1) honors the life, accomplishments, and legacy of Louis Zamperini;

(2) extends heartfelt sympathies and condolences to the family of Louis Zamperini; and

(3) requests the President to identify an appropriate and lasting program of the United States Government to honor the legacy of Louis Zamperini.

SENATE RESOLUTION 532—DESIGNATING THE WEEK BEGINNING SEPTEMBER 7, 2014, AS ''NATIONAL DIRECT SUPPORT PROFESSIONALS RECOGNITION WEEK''

Mr. CARDIN (for himself, Ms. COLLINS, Mr. BLUMENTHAL, Mr. BROWN, Mr. CASEY, Mr. FRANKEN, Mr. GRASSLEY, Mr. KING, Ms. KLOBUCHAR, Mr. MANCHIN, Mr. MARKEY, Mr. MURPHY, Mr. PORTMAN, Mr. ROCKEFELLER, and Ms. WARREN) submitted the following resolution; which was considered and agreed to:

S. RES. 532

Whereas direct care workers, personal assistants, personal attendants, in-home support workers, and paraprofessionals (referred to in this preamble as ''direct support professionals'') are the primary providers of publicly-funded long-term support and services for millions of individuals with disabilities;

Whereas direct support professionals must build a close, respectful, and trusted relationship with individuals with disabilities;

Whereas direct support professionals assist individuals with disabilities with intimate personal care assistance on a daily basis;

Whereas direct support professionals provide a broad range of individualized support, including—

(1) preparation of meals;

(2) helping with medications;

(3) assisting with bathing and dressing;

(4) assisting individuals with physical disabilities with access to their environment;

(5) providing transportation to school, work, religious, and recreational activities; and

(6) helping with general aspects of daily living, such as financial matters, medical appointments, and personal interests;

Whereas direct support professionals provide essential support to help keep individuals with disabilities connected to family, friends, and community;

Whereas direct support professionals support individuals with disabilities in making choices that lead to meaningful, productive lives;

Whereas direct support professionals are the key to helping individuals with disabilities to live successfully in the community, and to avoid more costly institutional care;

Whereas the participation of direct support professionals in medical care planning is critical to the successful transition from medical events to post-acute care and long-term support and services;

Whereas the majority of direct support professionals are the primary financial providers for their families and often work multiple jobs to make ends meet;

Whereas direct support professionals are a critical element in supporting individuals who are receiving health care services for severe chronic health conditions and individuals with with functional limitations;

Whereas while direct support professionals work and pay taxes, many direct support