

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 $\frac{3}{4}$ 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 commu-

nities 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 States 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