generated from U.S. drug trafficking operations.

Illegal fentanyl in the United States originates primarily from China and is readily available to purchase through online marketplaces. Certainly, all of my colleagues have heard extensively, over the last 2 weeks, the stunning horrors of how fentanyl has entered our marketplace, with one estimate that, just last year alone, enough came across our borders in this country to kill half the U.S. population.

According to the DEA, in 2017, the National Drug Threat Assessment, transnational criminal organizations are increasingly using virtual currencies. This bill will allow Congress to fully understand the extent to which virtual currencies are being used to facilitate drug and sex trafficking.

The bill will also study how virtual currencies can be used to detect and deter illicit activities and propose legislative solutions to fight these crimes.

Mr. Speaker, I reserve the balance of my time.

Mr. ELLISON. Mr. Speaker, I yield such time as he may consume to the gentleman from California (Mr. VARGAS), a respected, active member of the Financial Services Committee.

Mr. VARGAS. Mr. Speaker, I rise today to urge my colleagues to support H.R. 6069, the Fight Illicit Networks and Detect Trafficking Act, FIND.

Allow me first to thank Chairman HENSARLING for his leadership and also Ranking Member WATERS for her leadership, and also for their support of this legislation.

I would also like to thank my good friend, Mr. FRENCH HILL. I thank him for his kind words and for his support of this bill.

I especially would like to thank Mr. ROTHFUS for his leadership on the Terrorism and Illicit Finance Subcommittee and for generously agreeing to colead this commonsense, narrowly tailored legislation.

As you may know, a virtual currency is a digital representation of value that can be digitally traded. Since the creation of bitcoin, the first and most widely known example of cryptocurrency, thousands of cryptocurrencies have emerged and are designed to serve a variety of purses.

Some forms of virtual currency provide a digital alternative to cash that lacks the oversight of a government or central bank and, potentially, offers greater anonymity than conventional payment systems.

Just as virtual currencies have grown in use in legitimate commerce, they have also become an increasingly popular financial payment method for criminals. Virtual currencies have been and continue to be exploited to pay for goods and services associated with illicit illegal sex and drug trafficking. These are two of the most detrimental and troubling illegal activities sold online.

According to the DEA 2017 National Drug Threat Assessment, transnational criminal organizations are increasingly using virtual currencies due to their ease of use and the anonymity they provide.

□ 1545

While evidence points to the growth of virtual currencies as a payment method for illicit sex and drug trafficking, the true scope of the problem and the potential solutions have not been fully established.

According to the International Labour Organization, in 2016, 4.8 million people in the world were victims of forced sexual exploitation, and in 2014, the global profit from commercial sexual exploitation was $99 billion.

Unfortunately, virtual currencies are also being used as a payment method for transnational drug traffickers.

As you may know all too well, the United States is struggling to combat the rising number of lives cut short by the tragic use of opioids. As was stated earlier by my good friend Mr. HILL, in 2016 alone, the CDC estimated that there were 64,000 deaths—64,000 deaths—in the U.S. related to drug overdose.

The most severe increases in drug overdoses were those associated with fentanyl and also fentanyl analogs. Fentanyl is an extremely deadly opioid that is 50 to 100 times more potent than morphine. Fentanyl is being illicitly manufactured in China and Mexico, with most of the illegal fentanyl in the United States originating from China, and it is readily available to purchase through the online marketplaces.

If we are to craft effective regulatory and legislative solutions to combat these transnational criminal organizations, we need to fully study and analyze how virtual currencies and online marketplaces are used to facilitate sex and drug trafficking to determine how to best eliminate their use.

H.R. 6069, the FIND Trafficking Act of 2018, requires the Comptroller General of the United States to: one, carry out a study on how virtual currencies and online marketplaces are used to facilitate sex or drug trafficking; and, two, make recommendations to Congress on legislative and regulatory actions that would impede the use of virtual currencies and online marketplaces in facilitating sex and drug trafficking.

It is my sincere hope that this bill is the first step toward crafting bipartisan legislation to impede and eventually eliminate the use of virtual currencies by transnational criminal organizations that facilitate drug and sex trafficking.

Mr. Speaker, I urge my colleagues to support the bill, and I again thank both my colleagues here for their kind words about this bill and the bipartisanship that we have had on this bill.

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

Mr. HILL. Mr. Speaker, for the bipartisan work on this bill, I want to again thank Mr. ROTHFUS and my good friend Mr. VARGAS. You can see that he has the heart of a Jesuit and the mind of a Harvard lawyer.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Arkansas (Mr. HILL) that the House suspend the rules and pass the bill, H.R. 6069, as amended.

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

A motion to reconsider was laid on the table.

HYDROGRAPHIC SERVICES IMPROVEMENT AMENDMENTS ACT

Mr. YOUNG of Alaska. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 221) to reauthorize the Hydrographic Services Improvement Act of 1998, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 221

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 ''Hydrographic Services Improvement Amendments Act''.

SEC. 2. REAUTHORIZATION OF HYDROGRAPHIC SERVICES IMPROVEMENT ACT OF 1998.

(a) REAUTHORIZATIONS.—Section 306 of the Hydrographic Services Improvement Act of 1998 (33 U.S.C. 892d) is amended—

(1) by inserting before ''There are authorized'' the following: ''(a) IN GENERAL.—'';

(2) in subsection (a) (as designated by paragraph (1))—

(A) in paragraph (1), by striking ''surveys—'' and all that follows through the end of the paragraph and inserting ''surveys, $70,814,000 for each of fiscal years 2019 through 2023.'';

(B) in paragraph (2), by striking ''vessels—'' and all that follows through the end of the paragraph and inserting ''vessels, $25,000,000 for each of fiscal years 2019 through 2023.'';

(C) in paragraph (3), by striking ''Administration—'' and all that follows through the end of the paragraph and inserting ''Administration, $29,932,000 for each of fiscal years 2019 through 2023.'';

(D) in paragraph (4), by striking ''title—'' and all that follows through the end of the paragraph and inserting ''title, $26,800,000 for each of fiscal years 2019 through 2023.''; and

(E) in paragraph (5), by striking ''title—'' and all that follows through the end of the paragraph and inserting ''title, $30,564,000 for each of fiscal years 2019 through 2023.''; and

(3) by adding at the end the following new subsection:

''(b) ARCTIC PROGRAMS.—Of the amount authorized by this section for each fiscal year—

''(1) $10,000,000 is authorized for use to acquire hydrographic data, provide hydrographic services, conduct coastal change analyses necessary to ensure safe navigation, and improve the management of coastal change in the Arctic; and

''(2) $2,000,000 is authorized for use to acquire hydrographic data and provide hydrographic services in the Arctic necessary to delineate the United States extended Continental Shelf.''.

(b) LIMITATION ON ADMINISTRATIVE EXPENSES FOR SURVEYS.—Section 306 of such Act (33

U.S.C. 892d) is further amended by adding at the end the following:

''(c) LIMITATION ON ADMINISTRATIVE EXPENSES FOR SURVEYS.—Of amounts authorized by this section for each fiscal year for hydrographic surveys, not more than 5 percent is authorized for administrative costs.''.

SEC. 3. GAO STUDY.

The Comptroller General of the United States shall, by not later than 18 months after the date of enactment of this Act—

(1) conduct a study comparing the unit costs of hydrographic surveys conducted by the National Oceanic and Atmospheric Administration and the unit costs of procuring performance of such surveys; and

(2) report to the Congress on the findings of such study.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Alaska (Mr. YOUNG) and the gentleman from Maryland (Mr. BROWN) each will control 20 minutes.

The Chair recognizes the gentleman from Alaska.

GENERAL LEAVE

Mr. YOUNG of Alaska. 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 for the bill under consideration.

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

There was no objection.

Mr. YOUNG of Alaska. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in support of my bill, H.R. 221, the Hydrographic Services Improvement Amendments Act.

I was an original cosponsor and chairman of the House Natural Resources Committee when Representative Jim Saxton of New Jersey introduced the Hydrographic Services Improvement Act of 1998. My legislation will reauthorize the act through 2022 and will allow NOAA to conduct and contract for hydrographic surveys around the U.S., with specific focus on the Arctic.

Alaska is what makes the United States an Arctic Nation. My State has more coastline than any other State in this country, and we don't know what is under the surface. We are seeing a significant increase in vessel traffic, exploration, and resource development in our Arctic waters.

While hydrographic surveys are a critical part of the maritime safety, economic, and environmental efforts nationwide, they are especially important in the Arctic.

Mr. Speaker, there are more than 550,000 square nautical miles in the U.S. Arctic exclusive economic zone, otherwise a 200-mile limit. It would take decades to survey even half of that space.

NOAA has designated 38,000 miles as survey priority areas, and estimates a range up to 25 years to survey just those priority areas, if resources remain at their current level.

Alaskan waters are incredibly undersurveyed. Before this year, the last time the entrances and mouth to the Yukon River were surveyed was 1899. The river is the most effective route to deliver food and goods to coastal and inland villages in western Alaska, and the last on-the-ground surveys were completed the same year that gold was discovered in Nome.

Mr. Speaker, there are other areas around the Nation that have the same problem. This is a very important piece of legislation. If we are to continue to utilize the ocean onshore and offshore, I urge the passage of this legislation, and I reserve the balance of my time.

Mr. BROWN of Maryland. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, this bill reauthorizes the Hydrographic Services Improvement Act, which funds vital navigation and safety services of NOAA's Office of Coast Survey, which maintains more than 1,000 charts and publications used by Federal and State agencies, private organizations, and the public.

It is no small feat to do this for our Nation's 95,000 miles of shoreline and 3.4 million square nautical miles of water.

It is critical that we ensure Federal capacity for hydrographic surveys, mapping, and charting. NOAA vessels and data support a wide range of activities and inform decisions with significant economic, environmental, and safety impacts.

As we face rapidly changing ocean conditions, hydrographic services will only become more important. This is particularly true in the Arctic, where we will eventually see almost entirely ice-free summers. It is not a matter of if, but when and how soon. With that comes an entirely new seascape for maritime commerce and transport, defense, and natural resources.

Mr. Speaker, I want to commend my colleague Mr. YOUNG for his hard work. I encourage adoption of this bill, and I yield back the balance of my time.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Alaska (Mr. YOUNG) that the House suspend the rules and pass the bill, H.R. 221, as amended.

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

A motion to reconsider was laid on the table.

GOLDEN SPIKE 150TH ANNIVERSARY ACT

Mr. BISHOP of Utah. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5751) to redesignate Golden Spike National Historic Site and to establish the Transcontinental Railroad Network, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5751

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 ''Golden Spike 150th Anniversary Act''.

SEC. 2. DEFINITIONS.

In this Act:

(1) ADJACENT LANDOWNER.—The term ''adjacent landowner'' means the non-Federal owner of property that directly abuts the Park boundaries.

(2) HISTORICAL CROSSING.—The term ''historical crossing'' means a corridor with a maximum width of 30 feet across former railroad rights-of-way within the Park—

(A) that has been used by adjacent landowners in an open manner multiple times in more than 1 of the past 10 years for vehicle, farm machinery, or livestock travel; or

(B) where existing utility or pipelines have been placed.

(3) NETWORK.—The term ''Network'' means the Transcontinental Railroad Network established under section 4.

(4) PARK.—The term ''Park'' means the Golden Spike National Historical Park designated under section 3.

(5) SECRETARY.—The term ''Secretary'' means the Secretary of the Interior, acting through the Director of the National Park Service.

(6) TRANSCONTINENTAL RAILROAD.—The term ''Transcontinental Railroad'' means the approximately 1,912-mile continuous railroad constructed between 1863 and 1869 from Council Bluffs, Iowa, to San Francisco, California.

SEC. 3. REDESIGNATION.

(a) REDESIGNATION.—The Golden Spike National Historic Site designated April 2, 1957, and placed under the administration of the National Park Service under the Act of July 10, 1965 (79 Stat. 426), shall be known and designated as the ''Golden Spike National Historical Park''.

(b) REFERENCES.—Any reference in a law, map, regulation, document, paper, or other record of the United States to the Golden Spike National Historic Site shall be considered a reference to the ''Golden Spike National Historical Park''.

(c) NETWORK.—The Park shall be part of the Network.

SEC. 4. TRANSCONTINENTAL RAILROAD NETWORK.

(a) IN GENERAL.—The Secretary shall establish, within the National Park Service, the Transcontinental Railroad Network. The Network shall not include properties used in active freight railroad operations (or other ancillary purposes) or reasonably anticipated to be used for freight railroad operations in the future.

(b) STUDY.—The Secretary shall—

(1) inventory National Park Service sites, facilities, and programs; and

(2) identify other sites, facilities, and programs,

to determine their suitability for inclusion in the Network, as delineated under subsection (e).

(c) DUTIES OF THE SECRETARY.—In carrying out the Network, the Secretary shall—

(1) produce and disseminate appropriate education materials relating to the history, construction, and legacy of the Transcontinental Railroad, such as handbooks, maps, interpretive guides, or electronic information;

(2) identify opportunities to enhance the recognition of immigrant laborers' contributions to the history, construction, and legacy of the Transcontinental Railroad;