

in strong support of H.R. 7327, the “Child Care for Economic Recovery Act”, which expands the availability of quality child care, helps workers return to their jobs when it is safe, and enables America’s economy to recover from the COVID–19 recession.

The Child Care for Economic Recovery Act creates a new tax credit that helps employees access quality, affordable child care, and by expanding the employee retention tax credit, it incentivizes employers to keep child care workers on payroll.

Further, this bill provides \$850 million to states, the District of Columbia, and all U.S. territories to fill in the gaps in dependent care for essential workers during the COVID–19 pandemic as well as invests \$10 billion in infrastructure to improve child care safety.

Madam Speaker, just last week, the United States reached a historic and unfortunate milestone with over 4,000,000 confirmed coronavirus cases.

Today, there are over 4,400,000 cases nationwide and 151,000 deaths.

In my home state of Texas, a current hotspot, there are over 413,000 cases and 6,500 deaths.

At the county level, Harris County, which includes my district, has approximately 67,660 cases and 1,127 deaths.

As we seek to regain control over this virus and poise our economy to rebound from the effects of the coronavirus, we must take the necessary steps to address the cracks and disparities that have come to light by way of the pandemic.

The child care industry has served as a crucial backbone to the United States’ economy for many years, and it too continues to be rocked by the coronavirus.

Child care facilities provide an immense and unquestionable public value.

This was demonstrated by the key role child care centers had as they continued to provide child care for essential workers who continued to work at the beginning of the pandemic.

According to the Washington Post, before the coronavirus pandemic, approximately one-third of all children under 5 attended a paid care facility, day-care center, preschool or pre-kindergarten.

Workers in every industry rely on child care centers to provide capable care for their children, helping them juggle both parenting and employment responsibilities.

The child care industry is even more essential to single parent households.

In 2019, 15.76 million children lived with a single mother and approximately 3.23 million children lived with a single father.

For these millions of families, child care is a lifeline.

However, as millions of businesses continue to feel the economic effects of the coronavirus and fight for survival, the child care industry is facing its own crisis.

Nationwide, an estimated 1.5 million childcare workers have lost their jobs.

Before the pandemic, Texas had more than 11,000 child care operations.

Yet, as a result of this disease, there were only 883 facilities still operating in the state as of early this month, according to CNN.

Madam Speaker, I stand here today, voicing my support for H.R. 7327 because it serves as a vital component to our nation’s economic reopening strategy.

The federal government must do everything in its power to ensure that the child care in-

dustry remains available to all who need it, and that means voting yes on this bill.

By enacting this piece of legislation, Congress commits to ensuring the long-term success of the child care industry by investing \$10 billion over the 2020–2024 period to improve child care facilities and infrastructure.

Doing so will address longstanding inadequacies of child care facilities as well as respond to the immediate infrastructure needs that the COVID–19 pandemic has caused, including structural changes to facilitate social distancing and improve sanitation.

Madam Speaker, this legislation also requires the U.S. Department of Health and Human Services (HHS) to conduct a first-ever comprehensive inventory of the structural challenges facing child care in the United States and its territories.

For far too long, the child care industry has been overlooked and undervalued, and it is no coincidence that this industry is comprised of 94 percent women, a majority of whom are women of color.

But child care is not just a woman’s issue. Everyone has a stake in ensuring the viability of the child care industry.

I have been a long-standing advocate for the child care industry because I understand the challenges many working families face when it comes to obtaining reliable, affordable, and quality child care.

Prior to the pandemic, HHS considered childcare affordable if no more than 10 percent of a family’s income was put towards it, but parents were ultimately spending much more, on average.

However, because of the coronavirus and the economic devastation it has caused, what was once deemed affordable is bound to change.

By passing H.R. 7327, we have the opportunity to bring much-needed relief to financially struggling child care providers, to families who need child care in order to return to work, and to the U.S. economy.

With this legislation, we will expand access to care and ease the financial burdens placed on parents and employers, so that we can reopen and recover from this public health crisis without leaving kids, parents, and businesses behind.

I urge all Members to join me in voting for H.R. 7327, the “Child Care for Economic Recovery Act.”

The SPEAKER pro tempore. All time for debate has expired.

Pursuant to House Resolution 1053, the previous question is ordered on the bill.

The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, and was read the third time.

The SPEAKER pro tempore. The question is on the passage of the bill.

Pursuant to clause 10 of rule XX, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this question are postponed.

MESSAGE FROM THE PRESIDENT

A message in writing from the President of the United States was communicated to the House by Miss Kaitlyn Roberts, one of his secretaries.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which the yeas and nays are ordered.

The House will resume proceedings on postponed questions at a later time.

SAMI’S LAW

Mr. DEFAZIO. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 4686) to amend title 23, United States Code, to compel States to require illuminated signs and other measures on ride-hailing vehicles, to prohibit the sale of such signs, to require ride-hailing companies to implement an electronic access system on ride-hailing vehicles, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4686

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 “Sami’s Law”.

SEC. 2. MINIMUM REQUIREMENTS FOR RIDE-HAILING VEHICLES AND RIDE-HAILING COMPANIES.

(a) REQUIREMENTS FOR TNC PLATFORMS.—Not later than 90 days after the date of enactment of this Act, each transportation network company shall establish and implement a system and policy within the transportation network company’s TNC platform that shall make available to each passenger a digital method to verify that the driver with whom the passenger has been matched through the transportation network company’s TNC platform has been authorized by the transportation network company to accept the passenger’s trip request prior to the beginning of the trip. Such system shall include—

(1)(A) an initial notification sent to the passenger’s personal mobile device, or otherwise communicated to the passenger, containing verifiable information specific to the TNC driver or TNC vehicle with which the passenger has been matched;

(B) the ability for the passenger, driver, and TNC platform to confirm the verifiable information matching the passenger to the authorized TNC driver or TNC vehicle prior to the beginning of the trip;

(C) a TNC platform restriction on a TNC driver from commencing a trip via the TNC platform until both the passenger and the TNC driver verify the other’s identity using the system; and

(D) a way for a passenger to use a non-visual arrangement to verify the TNC driver under the system used in accordance with this subparagraph; or

(2) as an alternative to implementing the system required under paragraph (1), a transportation network company may implement any successor technology-based system that enables verification that the driver with whom the passenger has been matched through the transportation network company’s TNC platform has been authorized by the transportation network company to accept the passenger’s trip requests received through its digital network prior to the beginning of the trip.

(b) OPT OUT.—A transportation network company may offer a passenger an option

not to use the system that the transportation network company has implemented under subsection (a). Any trip completed by a passenger who opts not to use the system shall not be a violation of this section.

(c) EXEMPTIONS.—This section shall not apply to any trips in which—

(1) a third party, including any third-party business, non-profit, or government entity, facilitates the trip for the individual who is transported in the TNC vehicle; or

(2) compliance with subsection (a) is impracticable due to circumstances beyond a transportation network company's control, including instances where a passenger's personal mobile device has failed to operate or there is degraded, reduced, or otherwise insufficient cellular connectivity in order for the system to properly operate.

SEC. 3. SUCCESSOR TECHNOLOGY PERFORMANCE STANDARDS.

(1) PERFORMANCE STANDARDS.—Not later than 180 days after the establishment of the "SAMI's Law Council" pursuant to section 4, such Council shall recommend to the Secretary of Transportation performance standards for the successor technology-based systems permitted under section 2(a)(2) and the Secretary shall thereafter issue performance standards consistent with the Council's recommendations and provide a reasonable time for a TNC to comply. Such standards shall require, at a minimum, that—

(A) any successor technology-based system that enables the verification that the driver with whom the passenger has been matched through the TNC platform has been authorized by the transportation network company to accept the passenger's trip request received through its TNC platform prior to the beginning of the trip;

(B) confirmation protocols are visually and non-visually accessible; and

(C) a transportation network company implement a system incorporating a driver education and public awareness program related to the use of its successor technology and its required verifiable information.

(2) UPDATING PERFORMANCE STANDARDS.—Six months after the establishment of the performance standards required by this section, and, at a minimum, annually thereafter, the Secretary shall solicit input from the SAMI's Law Council, established under section 4, about whether the performance standards need to be updated or expanded to incorporate new technological developments. The Secretary may amend the performance standards to account for new technological developments.

(3) INTERIM STANDARDS.—Prior to the adoption of performance standards, a transportation network company may adopt and deploy any other successor technology-based system that enables a passenger to verify that the driver with whom the passenger has been matched through the transportation network company's platform has been authorized by the transportation network company to accept the passenger's trip requests received through its platform prior to the beginning of the trip. A successor technology-based system deployed under this subparagraph shall be considered to fulfill the requirements of section 2(a). A successor technology-based system adopted under this section shall be presumed to meet such requirements unless the Secretary determines otherwise. If the Secretary makes such a determination, a reasonable time to cure shall be provided.

(4) REPORTS.—Upon first issuing performance standards under paragraph (1), and each year thereafter, the Secretary shall transmit a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce of the Senate detailing the perform-

ance standards recommended by the SAMI's Law Council, established under section 4, and issued by the Secretary under paragraph (1), including any updates to such standards and explaining the rationale for issuing such performance standards.

SEC. 4. SAFETY ACTIONS FOR MATCHING AND IDENTIFYING RIDE SHARE CUSTOMERS ADVISORY COUNCIL.

(a) ESTABLISHMENT.—Subject to the availability of appropriations, not later than 60 days after the date of enactment of this Act, the Secretary shall establish the Safety Actions for Matching and Identifying Ride Share Customers' Council (hereinafter referred to as the "SAMI's Law Council"), an advisory council for the purpose of developing recommended performance standards for successor technology that will protect TNC passengers and TNC drivers, as permitted under sections 2(a)(2) and authorized under section 3.

(b) COMPOSITION OF THE ADVISORY COUNCIL.—The advisory council shall be composed of the following members:

(1) The Secretary of Transportation shall designate a representative from paragraph (2), who shall serve as Council Chair.

(2) One representative, to be appointed by the Secretary of Transportation, from each of the following:

(A) The National Highway Traffic Safety Administration.

(B) The Federal Highway Administration.

(C) The National Institute of Standards and Technology.

(D) The Federal Trade Commission.

(E) The Federal Aviation Administration.

(F) An association or trade group that represents technology companies, whose membership includes at least one transportation network company.

(G) An organization of and for TNC drivers and present in at least two States.

(3) Two representatives, to be appointed by the Secretary of Transportation, from each of the following:

(A) Transportation network companies.

(B) Law enforcement agencies.

(C) National organizations of and for people with disabilities.

(D) Ride-haling victims advocacy groups.

(c) TERMS.—Members of the Council shall serve for a term of 3 consecutive years.

(d) VACANCIES.—Any vacancy occurring in the membership of the Council shall be filled in the same manner as the original appointment for the position being vacated. The vacancy shall not affect the power of the remaining members to execute the duties of the Council.

(e) DUTIES.—The Council shall gather and analyze data, provide technical advice, and develop and present best practices or recommendations supported by the majority of members of the Council to the Secretary of Transportation regarding performance standards the Secretary may adopt regarding any successor technology-based system described in section 2(a)(2).

(f) TECHNICAL ASSISTANCE.—On request of the Council, the Secretary shall provide such technical assistance to the Council as the Secretary determines to be necessary to carry out the Council's duties.

(g) DETAIL OF FEDERAL EMPLOYEES.—On the request of the Council, the Secretary may detail, with or without reimbursement, any employee of the Department of Transportation to the Council to assist the Council in carrying out its duties. The detail of any such employee shall not interrupt or otherwise affect the civil service status or privileges of the employee.

(h) PAYMENT AND EXPENSES.—Members of the Council shall serve without pay, except travel and per diem will be paid to each member for meetings called by the Secretary.

(i) REVIEW.—Twelve years after the date of enactment of this Act, the Secretary shall review, and solicit public input, as to whether it is necessary for the Council to remain in existence. The Secretary shall thereafter have the authority to terminate the Council if the Secretary determines that the Council is no longer necessary. If the Secretary terminates the Council, the Secretary shall maintain the authority to update performance standards related to successor technology.

SEC. 5. PROHIBITION ON SALE OF RIDE-HAILING SIGNAGE.

It shall be unlawful for any person to sell or offer for sale any signage that is designed to help a passenger identify a transportation network company vehicle and—

(1) contains a transportation network company's proprietary trademark or logo, or

(2) purports to be that of a transportation network company, unless such person is the transportation network company associated with such proprietary trademark or logo or authorized by the transportation network company to sell or offer for sale such signage.

SEC. 6. ENFORCEMENT.

(a) VIOLATIONS OF SECTION 2.—The Secretary is authorized to issue a penalty to a transportation network company of up to \$5,000 per each day of non-compliance with section 2 and a penalty of up to \$20,000 per each day of non-compliance with section 2 when such non-compliance is knowing and willful. With regards to a violation relating to any successor technology-based system used by a transportation network company permitted under section 2(1)(5), the Secretary shall rely on whether such system meets the performance standards issued under section 3.

(b) VIOLATIONS OF SECTION 5.—

(1) IN GENERAL.—A violation of section 5 shall be treated as a violation of a rule defining an unfair or deceptive act or practice prescribed under section 18(a)(1)(B) of the Federal Trade Commission Act (15 U.S.C. 57a(a)(1)(B)). The Federal Trade Commission shall enforce this Act in the same manner, by the same means, and with the same jurisdiction, powers, and duties as though all applicable terms and provisions of the Federal Trade Commission Act (15 U.S.C. 41 et seq.) were incorporated into and made a part of this Act. Any person who violates section 5 shall be subject to the penalties and entitled to the privileges and immunities provided in the Federal Trade Commission Act (15 U.S.C. 41 et seq.).

(2) SAVINGS CLAUSE.—Nothing in this Act shall be construed to limit the authority of the Federal Trade Commission under any other provision of law.

SEC. 7. G.A.O. STUDY ON THE INCIDENCE OF ASSAULT AND ABUSE OF PASSENGERS AND DRIVERS OF TNC VEHICLES, TAXICABS, AND OTHER FOR-HIRE VEHICLES.

The Comptroller General of the United States shall conduct a study on the incidence of assault and abuse perpetrated on drivers by passengers of TNC vehicles, taxicabs, and other for-hire vehicles, and on such passengers by drivers of TNC vehicles, taxicabs, and other for-hire vehicles. The Comptroller General shall submit a report to Congress not later than one year after the date of enactment of this Act. The report shall also examine—

(1) the nature and specifics of any background checks conducted on prospective drivers of TNC vehicles, taxicabs, and other for-hire vehicles, including any State and local laws which may require such background checks;

(2) incidences where individuals who are not TNC drivers, taxicab drivers, or other

for-hire vehicle drivers try to pose as TNC drivers, taxicab drivers, or other for-hire vehicle drivers;

(3) incidences of passengers entering the wrong vehicle, whether or not the vehicle was a TNC vehicle, taxicab, and other for-hire vehicle; and

(4) efforts by transportation network companies, taxicab companies, or for-hire vehicle companies to implement additional safety measures and practices and of State and local governments requiring such measures, and the efficacy of those efforts, practices, and requirements.

SEC. 8. DEFINITIONS.

For purposes of this Act—

(1) the terms “non-visual” and “non-visually accessible”, with regards to the system required under sections 2(a)(1)(D) and 3(1)(B) mean digital content that—

(A) meets the success criteria of the Web Content Accessibility Guidelines (WCAG) 2.0, Level AA, and any successor to or revision of such guidelines that has been incorporated into the Section 508 standards issued by the United States Access Board, including, to the extent applicable, the Web Accessibility Initiative - Accessible Rich Internet Applications (WAI-ARIA); or

(B) allows a blind or visually impaired passenger to access the same information, and utilize the same system offered to other passengers as required under Sections 2(a)(1)(D) and 3(1)(B) in a way that provides a comparable level of privacy, independence and substantially equivalent ease of use to the passenger;

(2) the term “passenger” means an individual who is matched with a TNC driver by using a TNC platform;

(3) the term “personal mobile device” means any mobile device that an individual uses to connect to a TNC platform;

(4) The term “Secretary” means the Secretary of Transportation;

(5) the term “TNC driver” means an individual who contracts with a transportation network company and provides transportation services to passengers;

(6) the term “TNC platform” means an online-enabled application or digital network made available by a transportation network company to connect riders to TNC drivers for the purpose of providing pre-arranged transportation services;

(7) the term “TNC vehicle” means a vehicle owned, leased, or otherwise authorized for use by TNC driver that the TNC driver uses to provide pre-arranged transportation services, also known as a ride-hailing vehicle; and

(8) the term “transportation network company”—

(A) means a corporation, partnership, sole proprietorship, or other entity, that makes available an online-enabled application or digital network to connect passengers to TNC drivers in order for the driver to transport the passenger using a vehicle owned, leased, or otherwise authorized for use by the driver to a point chosen by the passenger; and

(B) does not include a shared-expense carpool or vanpool arrangement that is not intended to generate profit for the driver; and

(9) the term “verifiable information” means data shared between a TNC platform, TNC driver, and passenger that includes a personal authentication number confirmation system, a license plate confirmation system, or a successor technology system.

SEC. 9. DETERMINATION OF BUDGETARY EFFECTS.

The budgetary effects of this Act, for the purpose of complying with the Statutory Pay-As-You-Go Act of 2010, shall be determined by reference to the latest statement

titled “Budgetary Effects of PAYGO Legislation” for this Act, submitted for printing in the Congressional Record by the Chairman of the House Budget Committee, provided that such statement has been submitted prior to the vote on passage.

Amend the title so as to read: “A bill to require ride-hailing companies to implement an enhanced digital system to verify passengers with their authorized ride-hailing vehicles and drivers.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from Illinois (Mr. RODNEY DAVIS) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon.

GENERAL LEAVE

Mr. DEFAZIO. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to insert extraneous material on H.R. 4686, as amended.

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

There was no objection.

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

Madam Speaker, I rise in strong support of H.R. 4686, Sami's Law. This legislation marks the first step in Federal oversight of the safety of transportation network companies.

I particularly applaud the gentleman from New Jersey, Representative SMITH, and the gentleman from New York, Representative SUOZZI, for introducing legislation on this subject and tenaciously working through many iterations of the bill in order to bring it to the floor of the House with strong support.

Mobility and transportation patterns in cities have been upended in recent years by companies that, through transformative technology platforms, have revolutionized how we travel. In a very short time, many people have come to rely on TNCs as a regular transportation option. These services, however, have operated with little transportation safety or regulatory oversight.

There are many aspects of TNCs that the Committee on Transportation has examined, including their impacts on congestion, their impacts on wages, their impacts on public transportation use. We held a hearing last October in which a range of troubling aspects of the TNC model were brought to light. We had hoped at that hearing to explore the safety issues, but neither Uber nor Lyft would come to the hearing.

The committee included provisions in H.R. 2, as passed by the House earlier this month, that focused on how to put some guardrails around this new “mobility on demand” model to ensure these services supplement, rather than compete, with transit services.

But today, in this legislation, we focus on the most critical and chal-

lenging policy aspect of the TNC model: how to ensure the safety of passengers and drivers who utilize a ride-hailing platform.

This bill is known as Sami's Law in honor of Samantha Josephson, a 21-year-old college student who was brutally murdered after she entered a car which was mistakenly identified as the Uber she had hailed.

I met with her parents, Seymour and Marci Josephson, and heard their heart-wrenching story firsthand of how this split-second decision to enter that vehicle cost their daughter her life. They have worked tirelessly on the legislation before us today so that millions of other ride-hailing services users can do so with safety protections in place.

It is appalling that it took this tragedy for TNCs to admit that developing an app connecting passengers and drivers through technology and hoping for the best is woefully insufficient as a safety protocol. I am glad that Uber and Lyft were finally willing to come to the table and agree to the basic safety precautions contained in H.R. 4686.

This bill requires TNCs, within 90 days of enactment, to establish and implement a digital means for passengers to verify that the driver has been authorized by the TNC to accept the passenger's trip request prior to the start of the trip or the person entering the car.

Such a system must include the ability for the passenger, the driver, and the TNC platform to confirm the information matching the passenger and the authorized TNC driver or TNC vehicle and the ability to restrict the trip from commencing until both the passenger and TNC driver verify the other's identity using the system.

The bill further ensures that TNCs will be able to continue to improve and innovate ways to maximize passenger and driver safety by establishing a process for the Secretary of Transportation to issue performance standards for successor verification technologies.

The bill also establishes an advisory council of Federal officials, representatives of TNCs, TNC drivers, law enforcement, victims' advocacy groups, and individuals with disabilities to develop recommendations on successor technologies.

The bill further prohibits the sale of any signage that is designed to help a passenger identify a TNC vehicle and contains a TNC's proprietary trademark or logo, unless authorized by the TNC.

During our hearing last fall, I just went on to Amazon and I found I could have had delivered by Prime, in 2 days, a lighted sign to put on my dashboard that I would plug into the cigarette lighter saying I was an Uber or Lyft driver. That has got to stop.

Finally, the bill directs the Government Accountability Office to conduct a study on the incidence of assaults on TNC passengers, TNC drivers, and

background checks conducted on prospective drivers of TNC vehicles, including State and local laws which may require such background checks.

I have been focused on the potential danger of pairing passengers with poorly vetted drivers for years. In 2015, I wrote to then-Uber CEO Travis Kalanick urging the company to conduct fingerprint-based background checks.

□ 1345

In my district, dozens of applicants with serious criminal convictions, including a convicted murderer, a registered sex offender, and 10 people with serious DUIs, were cleared, they were cleared through Uber and Lyft's screening process, and they were driving people around. It wasn't until the local police department in my State—we are the only State who hasn't been preempted by Uber and Lyft from going further than their very cursory background checks—the police conducted the same background checks that they would conduct for taxi drivers in the city, and then they found the murderer, the sex offender, and the others, and those people were removed from service. That just shouldn't ever happen.

Strong and thorough vetting of potential drivers is the first line of defense to ensure passenger safety. While the study initiated by this bill will yield important data, I believe we will ultimately have to do more to truly protect the ride-hailing community. It will do little good to verify that you have the right driver if that driver has a history and the desire to do harm to passengers.

Lawmakers at the State, Federal, and local level need to think beyond whether ride-hailing gets people from point A to point B, and work to ensure that TNCs deliver a public service equitably and safely, and it is not a race to the bottom by exploiting drivers. This bill is an important step in setting an appropriate regulatory floor.

I thank those I mentioned earlier for bringing this legislation before the House, and I urge my colleagues to support its passage.

Madam Speaker, I reserve the balance of my time.

COMMITTEE ON ENERGY AND COMMERCE, HOUSE OF REPRESENTATIVES,

Washington, DC, July 27, 2020.

Hon. PETER A. DEFAZIO,
Chairman, Committee on Transportation and Infrastructure, Washington, DC.

DEAR CHAIRMAN DEFAZIO: I write concerning H.R. 4686, "Sami's Law," which was additionally referred to the Committee on Energy and Commerce (Committee).

In recognition of the desire to expedite consideration of H.R. 4686, the Committee agrees to waive formal consideration of the bill as to provisions that fall within the Rule X jurisdiction of the Committee. The Committee takes this action with the mutual understanding that we do not waive any jurisdiction over the subject matter contained in this or similar legislation, and that the Committee will be appropriately consulted and

involved as this bill or similar legislation moves forward so that we may address any remaining issues within our jurisdiction. I also request that you support my request to name members of the Committee to any conference committee to consider such provisions.

Finally, I would appreciate the inclusion of this letter into the Congressional Record during floor consideration of H.R. 4686.

Sincerely,

FRANK PALLONE, JR.,
Chairman.

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE, HOUSE OF REPRESENTATIVES,

Washington, DC, July 27, 2020.

Hon. FRANK PALLONE, JR.,
Chairman, Committee on Energy & Commerce, House of Representatives, Washington, DC.

DEAR MR. PALLONE: Thank you for your letter regarding H.R. 4686, Sami's Law. I appreciate your decision to waive formal consideration of the bill.

I agree that the Committee on Energy & Commerce has valid jurisdictional claims to certain provisions in this important legislation, and I further agree that by forgoing formal consideration of the bill, the Committee on Energy & Commerce is not waiving any jurisdiction over any relevant subject matter. Additionally, I will support the appointment of conferees from the Committee on Energy & Commerce should a House-Senate conference be convened on this legislation. Finally, this exchange of letters will be included in the Congressional Record when the bill is considered on the floor.

Thank you again, and I look forward to continuing to work collaboratively with the Committee on Energy & Commerce on this important issue.

Sincerely,

PETER A. DEFAZIO,
Chair.

Mr. RODNEY DAVIS of Illinois. Madam Speaker, I yield myself such time as I may consume.

I rise today to thank Chairman DEFAZIO, Ranking Member GRAVES, and all who have worked hard in the Transportation and Infrastructure Committee to get this legislation to the floor known as "Sami's Law." I, too, support this legislation. I also want to applaud the dedication and the hard work of the sponsor of Sami's Law, and that is none other than my good friend, the Representative from New Jersey, Mr. CHRIS SMITH.

I met with Sami's parents at the urging of Mr. SMITH a few months ago. Marci and Seymour Josephson, your government today will show you that it is working for you and for all Americans, and that is because you have a tireless advocate, somebody who I have never seen work harder on an issue that is so important to so many young people in this country than Mr. SMITH did. There has been no one in my time in Congress who has come to me on this floor advocating for a single issue that can mean so much to kids like my daughter who is in college, like my sons who are in college that is going to have an impact on their generation as much as the advocacy of Congressman CHRIS SMITH because this bill is going to pass today. We are one step closer to making Sami's Law law.

As we know, this law is going create minimum standards and requirements

for safety for passengers who utilize ridesharing platforms. We want to make sure that digitally they know that the driver they have reserved is the driver who is rolling up next to them to pick them up. This verification process is essential in making sure tragedies that took Sami's life don't happen to other families.

This bill also creates an advisory council, Sami's Law Council, to make safety-related performance standards and recommendations to the Secretary of Transportation.

Also a very important point: To keep bad actors out of this arena, we are also going to ban something that I learned about, again, from Congressman SMITH, that there are bad actors that were able to purchase Uber and Lyft stickers, put them on their car, and they were able to do it on Amazon, and they had zero experience and zero intention of ever legally getting the clearance to participate in those rideshare programs.

This is going to save people in America. I support this legislation.

And my last message to Marci and Seymour Josephson: Sami's legacy lives on after we pass this bill in the House of Representatives today. Thank you for your tireless advocacy, Marci and Seymour, and thank you for sending such a tireless advocate to the House of Representatives in Congressman CHRIS SMITH.

Madam Speaker, I reserve the balance of my time.

Mr. DEFAZIO. Madam Speaker, I yield 4 minutes to the gentleman from South Carolina (Mr. CLYBURN), the distinguished majority whip.

Mr. CLYBURN. Madam Speaker, I thank the gentleman for yielding.

Let me begin by thanking my friends Mr. SMITH, Mr. DAVIS, Mr. DEFAZIO, and Mr. SUOZZI, for bringing forth this bipartisan bill.

In March 2019 Samantha Josephson, a 21-year-old native of New Jersey, was finishing her senior year at the University of South Carolina in my congressional district. She was a great student and had earned a full scholarship to study at Drexel University School of Law to pursue her dream of practicing international law. Sami, as she was known to her family and friends, did not get a chance to fulfill those dreams.

After an evening out with friends, she decided to order a rideshare home. Video captured her getting into a black car that she assumed was her ride. Instead of being her ride, the unmarked car was driven by a predator who kidnapped and killed her.

Today, we will vote on Sami's Law to put protections in place to prevent similar tragedies.

This legislation makes it illegal for anyone other than rideshare companies to sell rideshare vehicle signs so predators can't impersonate an authorized driver. It also institutes the additional safeguard of a new code system that will allow the passenger to verify that

the vehicle is their ride before they get into the car.

Finally, the bill sets up a new council at the Department of Transportation to develop performance standards for rideshare technologies to ensure that our safety protocols keep up with the pace of technology.

I thank, once again, Congressman CHRIS SMITH, my Republican colleague from Sami's New Jersey hometown, for his sponsorship of this bipartisan bill.

I have met with Sami's parents, and I want to thank them for their strength and commitment to ensuring this legislation becomes law.

I thank my colleagues in advance of their votes, hopefully, in favor of this legislation that will honor Sami's legacy and enacts important safeguards to protect rideshare users from predatory behavior.

Mr. RODNEY DAVIS of Illinois. Madam Speaker, I yield 2 minutes to the gentleman from Oregon (Mr. WALDEN), another tireless advocate for Sami's Law and the ranking member of the House Committee on Energy and Commerce.

Mr. WALDEN. Madam Speaker, I rise in support of H.R. 4686, Sami's Law, as well.

I commend my colleagues who have been down here today talking about this law and the tragedy around it and the tragedy around the loss of Sami. And while she may never have gotten the opportunity to become a lawyer, she will have a law. And the advocacy of her parents to get this law in place is a lifetime statutory memorial for her for an incredible tragedy that should never have existed in the first place, the kidnapping and murder.

We think about our kids, and we think about all we do to protect them and to encourage them to do the right things. And you think about convincing them to take a rideshare, don't drive, whatever, and then to have this happen is truly horrible.

So this legislation that is brought before us today is extraordinarily important. I thank my colleague from New Jersey (Mr. SMITH) for his tireless leadership on this and Mr. SUOZZI as well and everyone who has worked on it.

You should, as a rider, have the opportunity to know that you are safe when you get in that vehicle and that you don't risk your life the way Sami did and lost it.

Madam Speaker, I hope we can all rally around this bill and help get this into law and have a memorial for Sami and a safeguard for all others.

Mr. RODNEY DAVIS of Illinois. Madam Speaker, I reserve the balance of my time.

Mr. DEFAZIO. Madam Speaker, I yield 3 minutes to the gentleman from New York (Mr. SUOZZI), who was a key person in getting this legislation moving through the House of Representatives.

Mr. SUOZZI. Madam Speaker, I rise today in support of Sami's Law. Congressman SMITH and I introduced this

legislation to address passenger safety issues with the transportation network companies, TNCs, such as Uber and Lyft.

I thank Congressman SMITH again for his tireless advocacy on this issue, and I also thank Chairman DEFAZIO. There is no way this would have made it to the floor unless he had worked together with House leadership to get this bipartisan and commonsense legislation on the floor.

It is a tremendous challenge to determine what policies are necessary to ensure that the new industry of transportation network companies, TNCs, provide safe, efficient, and cost-effective solutions to consumers and employees.

Earlier this year, when news reports surfaced about the tragic, horrific death of Sami Josephson, a friend of mine, who is also a friend and neighbor of the Josephson family, contacted me to work on legislation to ensure that no other parent would experience the devastating loss of a child in the way that the Josephsons did.

I later discovered that Congressman SMITH, who represents the Josephsons, was also working on the issue.

Sami Josephson called for an Uber, entered the wrong car, and was murdered.

The Smith/Suoizzi legislation provides consumers with a level of safety before entering a vehicle. Our bill's safety provisions are commonsense and easy to implement, including the following requirements:

One, requiring companies like Uber and Lyft to connect with passengers and drivers to positively establish their identities before the trip starts.

Two, prohibiting the unauthorized sale of ride-hailing signs and spells out the civil penalties of violating the law.

Three, establishing an advisory council comprised of representatives from Federal agencies, TNCs, law enforcement, disability and advocacy groups to recommend standards for positive identification systems.

As we began researching this issue, I was surprised to learn that TNCs, a relatively new business model, are regulated differently across States and local borders.

While some States and cities, such as New York City, have implemented new rules, such as creating a new license category for high-volume for-hire services, TNCs have been mostly left to create their own policies for preventing and tracking violence or abuse to their passengers.

We have all heard about the horrific reports of assault and abuse incidents involving both TNC passengers and drivers. That is why our bill also requires a Government Accountability Office study on the prevalence of assault and abuse perpetrated on riders by TNC drivers of ride-hailing vehicles and on TNC drivers by passengers.

This data will be instrumental in determining any other safety procedures that may be necessary to ensure the safety of everyone who uses a ride-sharing app.

There is no way to describe the sadness, the horror, the pain that Sami's death caused for her family and to her community. She lived a vibrant and loving life. She had her whole life ahead of her. She planned to study law. She had hopes. She had dreams. We must do everything we can to prevent what happened to Sami and so many others from happening to anyone else.

I encourage my colleagues to support this critical, commonsense legislation.

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Mr. RODNEY DAVIS of Illinois. Madam Speaker, I don't know if I can say anything more about my colleague.

I yield as much time as he may consume to the gentleman from New Jersey (Mr. SMITH).

Mr. SMITH of New Jersey. Madam Speaker, I thank the ranking member of the subcommittee for yielding. I thank him for his leadership. I thank Chairman DEFAZIO so very, very much for his championing this legislation. I thank my good friend, TOM SUOZZI. We have partnered before on human rights legislation, particularly as it relates to China. It is great to be working with him so closely again today. I thank Ranking Member GRAVES. I will get to some further thank yous in a few moments.

Madam Speaker, in late March of 2019, University of South Carolina senior Samantha, or Sami, Josephson left a late night outing with her friends alone because she had to work in the morning.

The extraordinarily talented student, who had recently earned a full scholarship to Drexel University Law, ordered an Uber.

In a congested part of Columbia known as Five Points, a predator pretending to be her Uber driver took her in his car and brutally murdered her.

Less than 24 hours later, Sami was found in a field. The alleged murderer, Nathaniel Rowland, was caught, jailed, and awaits trial. Last month, a judge rightly denied bond.

Almost immediately after her death and notwithstanding their excruciating agony over the loss of their precious daughter Sami, her parents, Seymour and Marci, began pushing for comprehensive new protection policies at Uber and Lyft and legislation to ensure that no one else ever loses his or her life or gets assaulted by a rideshare driver or a predator who pretends to be one.

They created the #WHATSMYNAME Foundation in "honor of their daughter to educate the world on rideshare safety. . . . Samantha may be gone," they write, "but our goal for the rest of our time on Earth is to share her story and make a lasting change."

For over a year, especially given the pain due to the unimaginable loss of their daughter, Seymour and Marci have been heroic, tenacious, and extraordinarily persuasive. They have been a critically important part of the often intense negotiations with multiple stakeholders, including Uber and

Lyft, on both the substance and the text of Sami's Law.

Marci and Seymour made frequent trips to the Capitol to meet lawmakers and staff on both sides of the aisle, including Speaker PELOSI and Leader MCCARTHY, as well as Chairman DEFAZIO, Ranking Member GRAVES, and Mr. DAVIS and Chairwoman NORTON, all of whom welcomed them with such compassion and empathy.

Mr. Speaker, I am especially grateful to the Speaker for her strong personal commitment to this cause and for bringing Sami's Law to the floor today and who, like KEVIN MCCARTHY and others, also welcomed them with such deep respect, with kindness, and empathy. "How can we help?," was the question I heard over and over again, and Sami's Law is what has been produced as a result of that.

Mr. Speaker, underscoring the need for Sami's Law, in addition to the fake Uber driver that murdered her, last year declaring that, "We don't believe corporate secrecy will make anyone safer," Uber released its first safety report. Uber found that over a 2-year period, 2017 to 2018, the company received 5,981 allegations of serious sexual assault in the United States, and 19 people were killed in physical assaults during or soon after an Uber ride. They also found that data shows that drivers report assaults at roughly the same rate as riders.

Sami's Law is designed to protect both, passengers and drivers.

Uber supports Sami's Law.

Danielle Burr, head of Uber Federal Affairs, said, "The tragic death of Samantha Josephson left the rideshare community heartbroken and devastated. Passage of 'Sami's Law' is another step in the ongoing work to help improve safety on rideshare by leveraging education and technology. We are grateful for . . . the support and the collaboration of the Josephson Family."

They have talked to the Uber folks, especially Danielle, over and over and over again and really have made a really, really lasting impression and difference.

Again underscoring the need, CNN reported last December that Lyft has been hit with more driver rape, sexual assault allegations: "Twenty more people are suing Lyft over alleged sexual assault, sexual misconduct or rape by drivers while using its service. . . . The lawsuit comes on the heels of a similar lawsuit filed . . . on behalf of 14 anonymous women, in addition to numerous other individual suits that have been filed in recent months."

Dan Katz, Senior Director, Public Policy, Lyft, said: "The Josephson family and Congressman Smith have worked tirelessly to champion Sami's Law. Their determination has led to today's passage in the U.S. House of Representatives. We have and will continue to prioritize safety within the Lyft community."

Mr. Speaker, Sami's Law requires each transportation network company like Uber and Lyft to establish and im-

plement a system that makes available to each passenger a digital method to verify that the driver with whom the passenger has been matched has been authorized by the TNC prior, I say again, prior to beginning the trip.

The bill stipulates in pertinent part that "Such a system shall include an initial notification sent to the passenger's mobile, or otherwise communicated to the passenger, containing verifiable information specific to the TNC driver or TNC vehicle with which the passenger has been matched."

That also puts into this whole system much more accountability. Everybody knows who is driving that car or that vehicle.

All TNC companies that wish to continue operating in the U.S. must establish such a system within 90 days of enactment.

I note in the early days of this legislation, we discovered that we needed to make some changes. Well, Mr. Speaker, I thank the National Federation of the Blind, who helped craft provisions to the bill to ensure that there was a way for a passenger to use a nonvisual arrangement to verify the authenticity of the TNC driver.

Sami's Law not only sets minimum safety requirements for today's technology. It also puts into effect a process for successor technology performance standards.

It also establishes a 15-member advisory council that reports to the Secretary of Transportation, known as SAMI's Council, comprised of Federal agency and public stakeholders to advance safety standards in the rideshare industry.

I was so glad when Chairman DEFAZIO at the hearing when we were talking about how you could just simply go on Amazon or Wal-Mart, anywhere, type in "Uber signage" or "signage," and you can buy a sign. It is an engraved invitation to a predator to act like, particularly at or near our college campuses, in proximity to, and then to impersonate an Uber driver.

I will never forget at the hearing after I mentioned the ease of buying an Uber sign in my testimony, the chairman pulled out his smartphone and then made a very, very, very good point about how easy it is to access that signage.

Sami's Law would make that unlawful.

It also requires, a GAO report on the incidents of assault and abuse on both passengers and drivers, and requires that the GAO also examine the nature and specifics on background checks conducted by companies and the various standards set by States regarding background checks.

We have got to know who is behind the wheel, and this certainly will help to do that.

Mr. Speaker, again, I have appreciated the chairman's focus on background checks for such a long time. This hopefully advances that concern.

Finally, Mr. Speaker, let me offer my profound gratitude to the professional

staff. We all know how important they are. They really make a huge difference. They sweat the details, work on text.

Mr. Speaker, let me begin. And this is not totally inclusive. I may have left somebody out, and I apologize. I thank Robert Edmonson, chief of staff to the Speaker; Emily Domenech and Will Durham, Republican Leader MCCARTHY's office; Helen Zyblikewycz, who is staff director, T&I Subcommittee on Transit and Highways; Michael Falencki, staff director of the minority side. I thank Brady Young, Office of Legislative Counsel, for his expert drafting and frequent redrafting of the text and insights he provided; Kelsey Griswold from my office; and my very, distinguished chief of staff, Mary McDermott Noonan.

Let's hope, God willing, this is on the President's desk ASAP.

Mr. DEFAZIO. Mr. Speaker, I have no further speakers. I reserve the balance of my time.

Mr. RODNEY DAVIS of Illinois. Mr. Speaker, again, I thank Chairman DEFAZIO; Ranking Member GRAVES; all Members who worked on this bill; my good friend Mr. SUOZZI, who was here not too long ago, another cosponsor of Mr. SMITH's bill.

This is a day that we ought to remember here in Congress as getting back to bipartisan solutions.

As I said earlier, Sami Josephson, her life was tragically taken, but because of bipartisanship in this institution and good policy coming from good Members of Congress, her legacy will live on and protect many others like her from ever being put in the exact same position of getting in an Uber, a Lyft, or any other future ridesharing company's vehicle without knowing exactly if that car was coming to get her.

Mr. Speaker, I thank Mr. SMITH again for his tireless advocacy. I thank all who worked on this. I look forward to seeing this bill pass unanimously, I hope. It should.

But in the end, I also thank the companies who worked with Members of Congress to put this good policy in place today that I urge everyone to support.

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

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

I think we have said what we needed to say here today on the floor. Nothing, nothing will ever totally heal Sami's parents and friends, but this bill in her name will hopefully prevent there being any future tragedies like her death.

Mr. Speaker, I urge an "aye" vote on this legislation, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. COURTNEY). The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill, H.R. 4686, as amended.

The question was taken; and (two-thirds being in the affirmative) the

rules were suspended and the bill, as amended, was passed.

The title of the bill was amended so as to read: “A bill to require ride-hailing companies to implement an enhanced digital system to verify passengers with their authorized ride-hailing vehicles and drivers.”

A motion to reconsider was laid on the table.

PERMISSION TO EXTEND DEBATE TIME ON H.R. 7575, WATER RE- SOURCE DEVELOPMENT ACT OF 2020

Mr. DEFazio. Mr. Speaker, I ask unanimous consent that debate under clause 1(c) of rule XV on a motion to suspend the rules relating to H.R. 7575 be extended to 1 hour at the request of the minority.

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

There was no objection.

WATER RESOURCES DEVELOPMENT ACT OF 2020

Mr. DEFazio. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 7575) to provide for improvements to the rivers and harbors of the United States, to provide for the conservation and development of water and related resources, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 7575

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

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.
(a) SHORT TITLE.—This Act may be cited as the “Water Resources Development Act of 2020”.

(b) TABLE OF CONTENTS.—The table of contents for this Act is as follows:

Sec. 1. Short title; table of contents.

Sec. 2. Secretary defined.

TITLE I—GENERAL PROVISIONS

Sec. 101. Budgetary treatment expansion and adjustment for the Harbor Maintenance Trust Fund.

Sec. 102. Funding for navigation.

Sec. 103. Annual report to Congress on the Harbor Maintenance Trust Fund.

Sec. 104. Additional measures at donor ports and energy transfer ports.

Sec. 105. Assumption of maintenance of a locally preferred plan.

Sec. 106. Coast Guard anchorages.

Sec. 107. State contribution of funds for certain operation and maintenance costs.

Sec. 108. Inland waterway projects.

Sec. 109. Implementation of water resources principles and requirements.

Sec. 110. Resiliency planning assistance.

Sec. 111. Project consultation.

Sec. 112. Review of resiliency assessments.

Sec. 113. Small flood control projects.

Sec. 114. Conforming amendment.

Sec. 115. Feasibility studies; review of natural and nature-based features.

Sec. 116. Report on corrosion prevention activities.

Sec. 117. Quantification of benefits for flood risk management projects in seismic zones.

Sec. 118. Federal interest determination.

Sec. 119. Economically disadvantaged community flood protection and hurricane and storm damage reduction study pilot program.

Sec. 120. Permanent measures to reduce emergency flood fighting needs for communities subject to repetitive flooding.

Sec. 121. Emergency response to natural disasters.

Sec. 122. Study on natural infrastructure at Corps of Engineers projects.

Sec. 123. Review of Corps of Engineers assets.

Sec. 124. Sense of Congress on multipurpose projects.

Sec. 125. Beneficial reuse of dredged material; dredged material management plans.

Sec. 126. Aquatic ecosystem restoration for anadromous fish.

Sec. 127. Annual report to Congress.

Sec. 128. Harmful algal bloom demonstration program.

Sec. 129. Update on Invasive Species Policy Guidance.

Sec. 130. Report on debris removal.

Sec. 131. Missouri River interception-rearing complex construction.

Sec. 132. Cost and benefit feasibility assessment.

Sec. 133. Materials, services, and funds for repair, restoration, or rehabilitation of projects.

Sec. 134. Levee safety.

Sec. 135. National Dam Safety Program.

Sec. 136. Rehabilitation of Corps of Engineers constructed pump stations.

Sec. 137. Non-Federal Project Implementation Pilot Program.

Sec. 138. Definition of economically disadvantaged community.

Sec. 139. Cost sharing provisions for territories and Indian Tribes.

Sec. 140. Flood control and other purposes.

Sec. 141. Review of contracting policies.

Sec. 142. Buy America.

Sec. 143. Annual report on status of feasibility studies.

TITLE II—STUDIES AND REPORTS

Sec. 201. Authorization of proposed feasibility studies.

Sec. 202. Expedited completions.

Sec. 203. Feasibility study modifications.

Sec. 204. Selma, Alabama.

Sec. 205. Comprehensive study of the Sacramento River, Yolo Bypass, California.

Sec. 206. Lake Okeechobee regulation schedule, Florida.

Sec. 207. Great Lakes Coastal Resiliency Study.

Sec. 208. Rathbun Lake, Chariton River, Iowa.

Sec. 209. Report on the status of restoration in the Louisiana coastal area.

Sec. 210. Lower Mississippi River comprehensive study.

Sec. 211. Upper Mississippi River Comprehensive Plan.

Sec. 212. Lower Missouri Basin Flood Risk and Resiliency Study, Iowa, Kansas, Nebraska, and Missouri.

Sec. 213. Portsmouth Harbor and Piscataqua River and Rye Harbor, New Hampshire.

Sec. 214. Cougar and Detroit Dams, Willamette River Basin, Oregon.

Sec. 215. Port Orford, Oregon.

Sec. 216. Wilson Creek and Sloan Creek, Fairview, Texas.

Sec. 217. GAO study on mitigation for water resources development projects.

Sec. 218. GAO study on application of Harbor Maintenance Trust Fund expenditures.

Sec. 219. GAO study on administration of environmental banks.

Sec. 220. Study on Corps of Engineers concessionaire agreements.

Sec. 221. Study on water supply and water conservation at water resources development projects.

Sec. 222. PFAS review and inventory at Corps facilities.

Sec. 223. Report on recreational facilities.

TITLE III—DEAUTHORIZATIONS AND MODIFICATIONS

Sec. 301. Deauthorization of inactive projects.

Sec. 302. Abandoned and inactive noncoal mine restoration.

Sec. 303. Tribal partnership program.

Sec. 304. Lakes program.

Sec. 305. Watercraft inspection stations.

Sec. 306. Rehabilitation of Corps of Engineers constructed dams.

Sec. 307. Chesapeake Bay Environmental Restoration and Protection Program.

Sec. 308. Upper Mississippi River System Environmental Management Program.

Sec. 309. McClellan-Kerr Arkansas River Navigation System.

Sec. 310. Ouachita-Black River Navigation Project, Arkansas.

Sec. 311. Sacramento River, Glenn-Colusa, California.

Sec. 312. Lake Isabella, California.

Sec. 313. Lower San Joaquin River flood control project.

Sec. 314. San Diego River and Mission Bay, San Diego County, California.

Sec. 315. San Francisco, California, Waterfront Area.

Sec. 316. Western Pacific Interceptor Canal, Sacramento River, California.

Sec. 317. Rio Grande Environmental Management Program, Colorado, New Mexico, and Texas.

Sec. 318. New London Harbor Waterfront Channel, Connecticut.

Sec. 319. Washington Harbor, District of Columbia.

Sec. 320. Big Cypress Seminole Indian Reservation Water Conservation Plan, Florida.

Sec. 321. Central Everglades, Florida.

Sec. 322. Miami River, Florida.

Sec. 323. Julian Keen, Jr. Lock and Dam, Moore Haven, Florida.

Sec. 324. Taylor Creek Reservoir and Levee L-73 (Section 1), Upper St. Johns River Basin, Florida.

Sec. 325. Calcasieu River and Pass, Louisiana.

Sec. 326. San Juan-Chama project; Abiquiu Dam, New Mexico.

Sec. 327. Pawcatuck River, Little Narragansett Bay and Watch Hill Cove, Rhode Island and Connecticut.

Sec. 328. Harris County, Texas.

Sec. 329. Cap Sante Waterway, Washington.

Sec. 330. Regional sediment management.

Sec. 331. Additional assistance for critical projects.

Sec. 332. Project modification authorizations.

Sec. 333. Application of credit.

Sec. 334. Project reauthorizations.

Sec. 335. Conveyances.

Sec. 336. Repeals.

TITLE IV—WATER RESOURCES INFRASTRUCTURE

Sec. 401. Project authorizations.

Sec. 402. Special rules.

Sec. 403. Authorization of projects based on feasibility studies prepared by non-Federal interests.

TITLE V—BUDGETARY EFFECTS

Sec. 501. Determination of Budgetary Effects.