

Words cannot express how grateful we are for truckers everywhere, along with the State's countless farmers and growers. Truly, they are the backbone of North Carolina's economy, and they deserve our profound gratitude.

#### THE SKYROCKETING COST OF EVERYDAY GOODS

(Mr. JOYCE of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. JOYCE of Pennsylvania. Madam Speaker, this Christmas, Americans are facing hard choices about the gifts they can afford to buy their friends and their loved ones.

The skyrocketing cost of everyday goods and services will now cost American families over \$700 each month.

According to a survey published by the Associated Press, one in three Americans are now reported to be falling behind on their bills and expenses.

It is now more clear than ever that American families cannot afford President Biden's failed policies.

Reversing this inflation will only happen when we stop the tax-and-spend spree that the liberals in this body have championed.

American families will only be financially secure when President Biden stops wasting money and wasting taxpayer dollars.

We need to return to fiscal restraint and responsibility. We need to stop spending money that we do not have on policies that we do not need.

#### AMERICAN MEN NEED TO RECLAIM MASCULINITY

(Mr. CAWTHORN asked and was given permission to address the House for 1 minute.)

Mr. CAWTHORN. Madam Speaker, it used to be a rite of passage in this country for young men to be punched in the face when they did something stupid. Our Nation used to believe that there was strength and purpose in taking the hits, learning from your mistakes, and growing through the adversity.

America is weak. Her sons are sickly and her daughters are decrepit. Our country now faces the consequences of enabling a participation trophy society.

We are no longer the United States. We have become a nanny state. Our young men are taught that weakness is a strength, that delicacy is desirable, and that being a soft metrosexual is more valuable than training the mind, body, and soul.

Social media has weakened us, siphoning our men of their will to fight, to rise in a noble manner, square their jaws, and charge once more into the breach of light to defend what they love.

So in this precipice of disaster, I ask the young men of this Nation a question: Will you sit behind a screen while

the storied tales of your forefathers become myth, or will you stand resolute against the dying light of America's golden age? Will you reclaim your masculinity? Will you become a man to be feared, to be respected, to be looked up to, or will you let this Nation's next generation be its final generation?

#### RECOGNIZING INDIANA COUNTY UNITED WAY

(Mr. THOMPSON of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. THOMPSON of Pennsylvania. Madam Speaker, I rise today to recognize the work of the Indiana County United Way in raising more than \$35,000 as a part of their Turkeython fundraiser.

The United Way of Indiana County recently partnered with radio host Todd Marino of "Indiana in the Morning" to create a telethon to raise funds to feed children, families, and veterans on Thanksgiving.

In addition, 78 volunteers from United Way partner organizations set up donation drop areas around Indiana County to collect donations from generous residents.

Each donation helped to ensure those facing hunger had a turkey to eat on Thanksgiving and could still enjoy the holiday.

I thank the volunteers of the Indiana County United Way for their work in helping every child to enjoy Thanksgiving with their families.

The volunteers of the United Way devoted their time and energy to giving back to their community and helping to alleviate hunger during this holiday season.

Madam Speaker, I ask my colleagues to join me in thanking the Indiana County United Way and their partners for doing their part to spread generosity and goodwill during this time of the year.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 3372, ONE STOP SHOP COMMUNITY REENTRY PROGRAM ACT OF 2021; PROVIDING FOR CONSIDERATION OF H.R. 6878, PREGNANT WOMEN IN CUSTODY ACT; PROVIDING FOR CONSIDERATION OF H.R. 8876, JACKIE WALORSKI MATERNAL AND CHILD HOME VISITING REAUTHORIZATION ACT OF 2022; PROVIDING FOR CONSIDERATION OF H.J. RES. 100, PROVIDING FOR A RESOLUTION WITH RESPECT TO THE UNRESOLVED DISPUTES BETWEEN CERTAIN RAILROADS REPRESENTED BY THE NATIONAL CARRIERS' CONFERENCE COMMITTEE OF THE NATIONAL RAILWAY LABOR CONFERENCE AND CERTAIN OF THEIR EMPLOYEES; AND FOR OTHER PURPOSES

Mr. MCGOVERN, from the Committee on Rules, submitted a privileged report (Rept. No. 117-587) on the resolution (H. Res. 1499) providing for consideration of the bill (H.R. 3372) to authorize implementation grants to community-based nonprofits to operate one-stop reentry centers; providing for consideration of the bill (H.R. 6878) to address the health needs of incarcerated women related to pregnancy and childbirth, and for other purposes; providing for consideration of the bill (H.R. 8876) to reauthorize the Maternal, Infant, and Early Childhood Home Visiting program, and for other purposes; providing for consideration of the joint resolution (H.J. Res. 100, to provide for a resolution with respect to the unresolved disputes between certain railroads represented by the National Carriers' Conference Committee of the National Railway Labor Conference and certain of their employees; and for other purposes, which was referred to the House Calendar and ordered to be printed.

PROVIDING FOR CONSIDERATION OF H.R. 3372, ONE STOP SHOP COMMUNITY REENTRY PROGRAM ACT OF 2021; PROVIDING FOR CONSIDERATION OF H.R. 6878, PREGNANT WOMEN IN CUSTODY ACT; PROVIDING FOR CONSIDERATION OF H.R. 8876, JACKIE WALORSKI MATERNAL AND CHILD HOME VISITING REAUTHORIZATION ACT OF 2022; PROVIDING FOR CONSIDERATION OF H.J. RES. 100, PROVIDING FOR A RESOLUTION WITH RESPECT TO THE UNRESOLVED DISPUTES BETWEEN CERTAIN RAILROADS REPRESENTED BY THE NATIONAL CARRIERS' CONFERENCE COMMITTEE OF THE NATIONAL RAILWAY LABOR CONFERENCE AND CERTAIN OF THEIR EMPLOYEES; AND FOR OTHER PURPOSES

Mr. MCGOVERN. Madam Speaker, by direction of the Committee on Rules, I

call up House Resolution 1499 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 1499

*Resolved*, That upon adoption of this resolution it shall be in order to consider in the House the bill (H.R. 3372) to authorize implementation grants to community-based nonprofits to operate one-stop reentry centers. All points of order against consideration of the bill are waived. The amendment printed in part A of the report of the Committee on Rules accompanying this resolution shall be considered as adopted. The bill, as amended, shall be considered as read. All points of order against provisions in the bill, as amended, are waived. The previous question shall be considered as ordered on the bill, as amended, and on any further amendment thereto, to final passage without intervening motion except: (1) one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on the Judiciary or their respective designees; (2) the further amendment printed in part B of the report of the Committee on Rules accompanying this resolution, if offered by the Member designated in the report, which shall be in order without intervention of any point of order, shall be considered as read, shall be separately debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, and shall not be subject to a demand for division of the question; and (3) one motion to recommit.

SEC. 2. Upon adoption of this resolution it shall be in order to consider in the House the bill (H.R. 6878) to address the health needs of incarcerated women related to pregnancy and childbirth, and for other purposes. All points of order against consideration of the bill are waived. The amendment in the nature of a substitute recommended by the Committee on the Judiciary now printed in the bill, modified by the amendment printed in part C of the report of the Committee on Rules accompanying this resolution, shall be considered as adopted. The bill, as amended, shall be considered as read. All points of order against provisions in the bill, as amended, are waived. The previous question shall be considered as ordered on the bill, as amended, and on any further amendment thereto, to final passage without intervening motion except: (1) one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on the Judiciary or their respective designees; (2) the further amendment printed in part D of the report of the Committee on Rules accompanying this resolution, if offered by the Member designated in the report, which shall be in order without intervention of any point of order, shall be considered as read, shall be separately debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, and shall not be subject to a demand for division of the question; and (3) one motion to recommit.

SEC. 3. Upon adoption of this resolution it shall be in order to consider in the House the bill (H.R. 8876) to reauthorize the Maternal, Infant, and Early Childhood Home Visiting program, and for other purposes. All points of order against consideration of the bill are waived. In lieu of the amendment in the nature of a substitute recommended by the Committee on Ways and Means, an amendment in the nature of a substitute consisting of the text of Rules Committee Print 117-69 shall be considered as adopted. The bill, as amended, shall be considered as read. All points of order against provisions in the bill, as amended, are waived. The previous question shall be considered as ordered on the bill, as amended, and on any further amend-

ment thereto, to final passage without intervening motion except: (1) one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Ways and Means or their respective designees; and (2) one motion to recommit.

SEC. 4. Upon adoption of this resolution it shall be in order to consider in the House the joint resolution (H.J. Res. 100) to provide for a resolution with respect to the unresolved disputes between certain railroads represented by the National Carriers' Conference Committee of the National Railway Labor Conference and certain of their employees. All points of order against consideration of the joint resolution are waived. The joint resolution shall be considered as read. All points of order against provisions in the joint resolution are waived. The previous question shall be considered as ordered on the joint resolution and on any amendment thereto to final passage without intervening motion except: (1) one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees; (2) one motion to recommit.

SEC. 5. (a) At any time through the legislative day of Friday, December 2, 2022, the Speaker may entertain motions offered by the Majority Leader or a designee that the House suspend the rules as though under clause 1 of rule XV with respect to multiple measures described in subsection (b), and the Chair shall put the question on any such motion without debate or intervening motion.

(b) A measure referred to in subsection (a) includes any measure that was the object of a motion to suspend the rules on the legislative day of November 29, 2022, November 30, 2022, December 1, 2022, or December 2, 2022, in the form as so offered, on which the yeas and nays were ordered and further proceedings postponed pursuant to clause 8 of rule XX.

(c) Upon the offering of a motion pursuant to subsection (a) concerning multiple measures, the ordering of the yeas and nays on postponed motions to suspend the rules with respect to such measures is vacated to the end that all such motions are considered as withdrawn.

SEC. 6. Notwithstanding clause 8 of rule XX, further proceedings on a vote by the yeas and nays on the question of adoption of a motion that the House suspend the rules offered on the legislative day of November 29, 2022 may be postponed through the legislative day of December 2, 2022.

SEC. 7. House Resolution 1495 is hereby adopted.

SEC. 8. House Concurrent Resolution 118 is hereby adopted.

SEC. 9. During the remainder of the One Hundred Seventeenth Congress, it shall not be in order to offer a motion under clause 7(c) of rule XXII with respect to H.R. 4521.

SEC. 10. Upon adoption of this resolution it shall be in order to consider in the House the concurrent resolution (H. Con. Res. 119) providing for a correction in the enrollment of H.J. Res. 100. All points of order against consideration of the concurrent resolution are waived. The concurrent resolution shall be considered as read. All points of order against provisions in the concurrent resolution are waived. The previous question shall be considered as ordered on the concurrent resolution to adoption without intervening motion or demand for division of the question except 10 minutes of debate equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees.

□ 0915

The SPEAKER pro tempore. The gentleman from Massachusetts is recognized for 1 hour.

Mr. MCGOVERN. Madam Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentlewoman from Minnesota (Mrs. FISCHBACH) pending which I yield myself such time as I may consume. During consideration of this resolution all time yielded is for the purpose of debate only.

GENERAL LEAVE

Mr. MCGOVERN. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks.

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

There was no objection.

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

Madam Speaker, yesterday the Rules Committee met and reported a rule, House Resolution 1499, providing for consideration of five measures: H.R. 3372, H.R. 6878, H.R. 8876, H.J. Res. 100, and H. Con. Res. 119.

The rule provides for consideration of both H.R. 3372 and H.R. 6878 under structured rules, with 1 hour of debate each equally divided and controlled by the chair and the ranking minority member of the Committee on the Judiciary, self-executes a manager's amendment from Chairman NADLER for each bill, makes in order one amendment for each bill, and provides one motion to recommit for each measure.

The rule provides for consideration of H.R. 8876 under a closed rule with 1 hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Ways and Means and provides a motion to recommit.

The rule provides for consideration of H.J. Res. 100 under a closed rule with 1 hour of general debate equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure and provides one motion to recommit.

The rule provides for consideration of H. Con. Res. 119 under a closed rule, with 10 minutes of debate equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure.

The rule provides the majority leader or his designee the ability this week to en bloc requested roll call votes on suspensions. The rule also provides roll call votes on suspension bills considered on November 29 may be postponed through December 2.

Additionally, the rule deems as passed House Resolution 1495 and H. Con. Res. 118, and provides that during the remainder of the 117th Congress it shall not be in order to offer a motion to instruct with respect to H.R. 4521.

Madam Speaker, before we begin, I just want to take a moment to honor the life and service of our colleague, Congressman Donald McEachin, who passed away earlier this week. I have known Don for many, many years. We were both in the College Democrats when we were at American University many years ago.

He was an exceptional public servant fighting for the people of Virginia's Fourth Congressional District since 2017, and having served on Virginia's General Assembly before that. Don was a fierce champion for social justice and a protector of the environment.

He will be missed, and our prayers go out to his family, his friends, and his staff during this difficult time.

Madam Speaker, before us today are three bills: one to improve the current support system for formerly incarcerated individuals; one to ensure pregnant women in custody get the care that they need; and one to reauthorize a critical program that provides American families life-changing aid.

We are also here to consider two resolutions that will help us avoid a catastrophic shutdown of our national railroad system.

Let's talk specifics. First, we have H.R. 3372, the One Stop Shop Community Reentry Program Act. Getting folks back on their feet after incarceration should involve more than a \$10 bus ticket and the hope that they won't re-offend. But critical reentry programs and other lifelines for formerly incarcerated individuals are often located in different places, making it challenging to obtain comprehensive services. Studies show that these kinds of barriers to reentry support put individuals returning to their communities at risk of returning to the criminal justice system.

The One Stop Shop Community Reentry Program Act authorizes grants for community organizations to create centralized reentry intake and coordination centers. These centers would provide resources for housing, employment, education, and medical and mental health services all under one roof. This commonsense bill will better support those who were formerly incarcerated and reduce re-offense rates.

Second, we have H.R. 6878, the Pregnant Women in Custody Act. Roughly 58,000 pregnant women are admitted into prison every year. Unfortunately, many facilities fail to provide pregnant women with the necessary care, including an appropriate diet and medical care. They may even be shackled or put in restrictive housing for extended periods, which could threaten their ability to have a healthy and safe pregnancy.

Incarcerated women deserve access to prenatal and postpartum care that can help prevent maternal health complications and ensure that newborns have a healthy start in life. The Pregnant Women in Custody Act establishes care standards for how Federal facilities treat pregnant and

postpartum women in custody, including requiring Federal facilities to provide pregnant inmates access to medical and mental health services.

We also have H.R. 8876, The Jackie Walorski Maternal and Child Home Visiting Reauthorization Act. This bill reauthorizes the transformative Maternal, Infant, and Early Childhood Home Visiting Program that provides in-home services to improve maternal and child health, family safety and stability, child development and school readiness. The program will be reauthorized for 5 more years and will receive a significant increase in funding so that the services the program provides can be made available to more mothers, families, and children.

In my mind, there is no better way to honor the memory of our dear colleague, Congresswoman Jackie Walorski. She was an incredible friend of mine who worked tirelessly to improve the lives of children.

Then we have H.J. Res. 100, legislation to provide for a resolution with respect to the unresolved disputes between certain railroads represented by the National Carriers' Conference Committee of the National Railway Labor Conference and certain of their employees.

H.J. Res. 100 adopts the tentative agreement that unions and railroads negotiated in September to avoid a rail shutdown. I am proud that our pro-union and pro-worker President and Labor Secretary, Joe Biden and Marty Walsh, fought hard to get a fair deal for railroad employees. This agreement secures significant advances for workers, including a 24 percent raise, no changes in copays, deductibles, or coinsurance costs, and increased safety protections.

I want to be clear that this agreement is not perfect, which is why we will also bring to the floor H. Con. Res. 119, a separate resolution that we will debate and vote on today right after we consider the rail shutdown bill. This resolution would amend the rail shutdown bill to add paid sick leave for workers, an important policy that should be a fundamental right for all working Americans and that many of us have advocated for.

Quite frankly, the fact that paid leave is not part of the final agreement between railroads and labor is, in my opinion, obscene. It should be there, and I hope it will be there at the end of this process.

Democrats are putting people over politics to fight for workers. Every worker ought to have the security of fair wages. Every worker ought to be able to take a sick day if they need to. We saw that during the pandemic. This is an issue of basic fairness, but it is also an issue of public health. I mean, this is basic commonsense stuff.

The labor movement built America. After decades of stagnant wages and declining benefits, I am proud that the workers of this country are once again standing up for their rights and de-

manding changes. Their management ought to listen, and this Congress ought to listen, too.

By sending it as a separate resolution, we are giving the Senate the ability to take it up in addition to the main bill. If they don't have the votes to pass it, they can still send the bill averting a rail strike straight to the President. But the Senate ought to do the right thing and adopt this amendment.

Democrats are going to continue to fight like hell, just like we have been doing for all of our workers so they can have good wages, safe jobs, and paid sick leave, but we also need to listen to our labor leaders and rank-and-file. This underlying agreement was approved by labor and management negotiators in September, and since then the majority of the unions in the industry have voted to approve the deal.

While I and others are reluctant to override standard ratification procedures, President Biden has called on Congress to act without delay to avoid what would be a catastrophic shutdown, and that is exactly what we are doing here today. The passage of H.J. Res. 100 and H. Con. Res. 119 would be a win for workers across the country, and I strongly, strongly, strongly urge the Senate to approve both resolutions so we can swiftly get them to the President's desk.

I further urge all my colleagues to support this rule, and I reserve the balance of my time.

Mrs. FISCHBACH. Madam Speaker, I yield myself such time as I may consume. First, I would like to share the thoughts of sympathy for the family and friends of our colleague Mr. McEachin that my colleague from Massachusetts did express.

Madam Speaker, I thank the Representative from Massachusetts for yielding me the customary 30 minutes, and I yield myself such time as I may consume.

Today we are here to consider a rule providing for a number of bills and resolutions.

H.R. 3372, the One Stop Shop Community Reentry Program Act, will improve public safety and help individuals reentering society after incarceration by reauthorizing two types of grants: One for nonprofits to create community reentry centers; and one for States, Tribes, and local governments to operate reentry assistance hotlines.

Republicans are committed to improving public safety and cutting down on repeat offenses. Providing pathways for successful transitions from incarceration back to the community is crucial to that. Need-based programs like these provide valuable tools for these individuals that in turn benefit the broader community.

At a time when industries across the board are facing labor shortages, I appreciate the effort by my colleagues to move this legislation forward to improving incarcerated individuals' transitions to society.

H.R. 6878, the Pregnant Women in Custody Act requires the Director of Bureau of Prisons to provide appropriate services, education, and programs to incarcerated pregnant women. While thoughtful Republican amendments were rejected in Judiciary Committee, this is a bill that will protect the lives of mothers and their unborn babies.

□ 0930

H.R. 8876, the Jackie Walorski Maternal and Child Home Visiting Reauthorization Act, honors the late Congresswoman, and my mentor, by reintroducing her bill to reauthorize the maternal, infant, and early childhood home visiting program and increase its Federal investment over the years.

I am honored to cosponsor this bill, which will increase the annual funding level and provide increased investment in home visiting in every State and territory.

Funding for this bill is fully offset and tied to proven results, sending real help to the neediest communities.

Overall, I am pleased to see that these bills have gone through the appropriate processes and that this body will consider truly bipartisan legislation, an unfortunate rarity in this Congress.

We are also here to discuss H.J. Res. 100, which would prevent a rail strike that would cripple our already burdened supply chain in the middle of the holiday season.

Our economy can't handle that kind of hit, and we are running out of time for the parties to come to an agreement on their own. The fact is, the Biden administration overpromised and underdelivered, and now Congress again needs to step in to fix the mess.

Our country's economy can't handle a strike that reports say would cost \$2 billion a day. A rail strike would mean halting transportation of raw materials and food and beverages, not to mention passengers trying to visit their families. It would mean farmers in my district and across the country would be cut off from fertilizer for their crops, their crops for global markets.

The resolution under this rule would codify the President's emergency board recommendations, a deeply unfortunate but necessary action Congress must take to avoid an economic disaster.

Again, it is unfortunate that the situation has come to Congress stepping into collective bargaining negotiations, but the consequences of a strike are far too severe.

However, we are not debating these bills today. We are debating the rule. Madam Speaker, I would point out before I reserve that multiple items were added to this just hours before and during Rules Committee yesterday. Also included, the rule deems and provides for consideration multiple pieces of legislation that Republicans were not informed would be included until just

minutes before voting on reporting the rule.

One of these provides H. Con. Res. 119, an enrollment correction to H.J. Res. 100, that goes well beyond the bounds of the President's own request in a pointed recommendation, to the point where Congress is not only stepping into collective bargaining but now effectively negotiating on behalf of one of the parties.

Another last-minute addition, and by last minute, I mean literally during committee, was the deeming of a bill to rename a room on the Capitol campus after the current Speaker of the House.

Madam Speaker, I started the day yesterday hoping to strike a more positive tone than I typically do regarding rules, but unfortunately, this rule has morphed into a Christmas tree of the ugliest kind, adding all kinds of limbs and ornaments with virtually zero notice or agreement from our side of the aisle.

Madam Speaker, it is for this reason that I oppose the rule, and I ask Members to do the same. I reserve the balance of my time.

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

Madam Speaker, I include in the RECORD an article from the AP titled: "Railroads reject sick time demands, raising chance of strike."

[From AP News, Nov. 22, 2022]

RAILROADS REJECT SICK TIME DEMANDS,  
RAISING CHANCE OF STRIKE  
(By Josh Funk)

OMAHA, NEB. (AP)—American consumers and nearly every industry will be affected if freight trains grind to a halt next month.

One of the biggest rail unions rejected its deal Monday, joining three others that have failed to approve contracts over concerns about demanding schedules and the lack of paid sick time. That raises the risk of a strike, which could start as soon as Dec. 9 under a deadline that was pushed back Tuesday.

It wouldn't take long for the effects of a rail strike to trickle through the economy. Many businesses only have a few days' worth of raw materials and space for finished goods. Makers of food, fuel, cars and chemicals would all feel the squeeze, as would their customers.

That's not to mention the commuters who would be left stranded because many passenger railroads use tracks owned by the freight railroads.

The stakes are so high for the economy that Congress is expected to intervene and impose contract terms on railroad workers. The last time U.S. railroads went on strike was in 1992. That strike lasted two days before Congress intervened. An extended rail shutdown has not happened for a century, partly because a law passed in 1926 that governs rail negotiations made it much harder for workers to strike.

Here are some of the expected impacts of a rail strike:

\$2 BILLION A DAY

Railroads haul about 40% of the nation's freight each year. The railroads estimated that a rail strike would cost the economy \$2 billion a day in a report issued earlier this fall. Another recent report put together by a chemical industry trade group projected that

if a strike drags on for a month some 700,000 jobs would be lost as manufacturers who rely on railroads shut down, prices of nearly everything increase even more and the economy is potentially thrust into a recession.

And although some businesses would try to shift shipments over to trucks, there aren't nearly enough of them available. The Association of American Railroads trade group estimated that 467,000 additional trucks a day would be needed to handle everything railroads deliver.

CHEMICALS RUN DRY

Chemical manufacturers and refineries will be some of the first businesses affected, because railroads will stop shipping hazardous chemicals about a week before the strike deadline to ensure that no tank cars filled with dangerous liquids wind up stranded.

Jeff Sloan with the American Chemistry Council trade group said chemical plants could be close to shutting down by the time a rail strike actually begins because of that.

That means the chlorine that water treatment plants rely on to purify water, which they might only have about a week's supply of on hand, would become hard to get. It would be hard for manufacturers to make anything out of plastic without the chemicals that are part of the formula. Consumers will also pay more for gasoline if refineries shut down, either because they can't get the ingredients they need to make fuel or because railroads aren't available to haul away byproducts like sulfur.

Chemical plants also produce carbon dioxide as a byproduct, so the supply of carbon dioxide that beverage makers use to carbonate soda and beer would also be restricted, even though the gas typically moves via pipelines.

PASSENGER PROBLEMS

Roughly half of all commuter rail systems rely at least in part on tracks that are owned by freight railroads, and nearly all of Amtrak's long-distance trains run over the freight network.

Back in September, Amtrak canceled all of its long-distance trains days ahead of the strike deadline to ensure passengers wouldn't be left stranded in remote parts of the country while still en route to their destination.

And major commuter rail services in Chicago, Minneapolis, Maryland and Washington state all warned then that some of their operations would be suspended in the event of a rail strike.

FOOD FEARS

It would take about a week for customers to notice shortages of things like cereal, peanut butter and beer at the grocery store, said Tom Madrecki, vice president of supply chain for the Consumer Brands Association.

About 30% of all packaged food in the U.S. is moved by rail, he said. That percentage is much higher for denser, heavier items like cans of soup.

Some products, like cereal, cooking oils and beer, have entire operations built around rail deliveries of raw ingredients like grain, barley and peanuts, along with shipments of finished products.

Those companies typically keep only two to four days' worth of raw ingredients on hand because it's expensive to store them, Madrecki said, and grocers also keep a limited supply of products on hand.

Madrecki said big food companies don't like to discuss the threat of a rail strike because of worries about product shortages can lead to panic buying.

HUNGRY HERDS

Any disruption in rail service could threaten the health of chickens and pigs, which depend on trains to deliver their feed, and contribute to higher meat prices.

"Our members rely on about 27 million bushels of corn and 11 million bushels of soybean meal every week to feed their chickens. Much of that is moved by rail," said Tom Super, a spokesman for the National Chicken Council, a trade group for the industry raising chickens for meat.

The National Grain and Feed Association said a rail strike now would hit pork and chicken producers in the southern U.S. hardest, because their local supply of corn and soybeans from this year's harvest is likely exhausted and they'd have to ship feed by truck, dramatically increasing costs.

"They only have so much storage. They can't go without rail service for too long before they'd have to shut down the feed mills and they run into problems," said Max Fisher, the NGFA's chief economist.

#### RETAIL RISKS

Jess Dankert, the vice president for supply chain at the Retail Industry Leaders Association, said retailers' inventory is largely in place for the holidays. But the industry is developing contingency plans.

"We don't see, you know, canceling Christmas and that kind of narrative," Dankert said. "But I think we will see the generalized disruption of really anything that moves by rail."

David Garfield, a managing director with the consulting firm AlixPartners, said a rail strike could still impact holiday items shipped to stores later in December, and would definitely hamper stocking of next season's goods.

Retailers are also concerned about online orders. Shippers like FedEx and UPS use rail cars that hold roughly 2,000 packages in each car.

#### AUTOMOBILE ANGST

Drivers are already paying record prices and often waiting months for new vehicles because of the production problems in the auto industry related to the shortage of computer chips in recent years.

That would only get worse if there is a rail strike, because roughly 75% of all new vehicles begin their journey from factories to dealerships on the railroad. Trains deliver some 2,000 carloads a day filled with vehicles.

And automakers may have a hard time keeping their plants running during a strike because some larger parts and raw materials are transported by rail.

Mr. MCGOVERN. Madam Speaker, a railroad shutdown would cost the economy \$2 billion and would wreak havoc on so many fundamental goods and services Americans rely on.

Chemicals that purify water and provide safe drinking water across the country will become scarce. Gas prices will go up. Commuter rails that carry tens of thousands of people to work each day would no longer run.

There will be shortages of nearly every kind of food in our grocery stores, as well as shortages of all kinds of products in retail stores. Packages and online orders will come to a halt just before the holidays.

So, there is no question that something needs to be done to avert the shutdown, but we have to do something that is actually respectful of the workers.

I include in the RECORD an article from The Guardian titled: "U.S. railroad workers prepare for strike as rail companies see record profits."

[From the Guardian, Sep. 14, 2022]

#### US RAILROAD WORKERS PREPARE FOR STRIKE AS RAIL COMPANIES SEE RECORD PROFITS

(By Michael Sainato)

US freight railroad workers are close to striking over claims that grueling schedules and poor working conditions have been driving employees out of the industry over the past several years.

Heated negotiations over a new union contract between railroad corporations and 150,000-member-strong labor unions have been ongoing for nearly three years. A "cooling off" period imposed by the Biden administration after it issued recommendations to settle the dispute ends on Friday. If no deal is reached, unions are threatening industrial action—the first since 1992—and workers say they will quit an industry already facing staff shortages.

The consequences of a strike would be severe. Rail moves close to 40% of the US's long-distance trade and a strike could cost the US economy \$2bn a day, according to a recently issued Association of American Railroads report, disrupting travel, commutes and the shipment of commodities and other goods across the country.

But workers argue the industry is in crisis. Between November 2018 and December 2020, the railroad industry lost 40,000 jobs in the US, according to data from the Bureau of Labor Statistics. The US railroad industry's workforce dropped from more than 1 million workers in the 1950s to fewer than 150,000 in 2022.

The cost-cutting has contributed to big windfalls at BNSF and Union Pacific, the two largest railroad corporations in North America, which reported record profits in 2021. BNSF is owned by billionaire investor Warren Buffett's Berkshire Hathaway conglomerate. US railroads have paid out \$196bn in stock buybacks and dividends to shareholders since 2010.

"The job is just really becoming fewer people doing more work faster," said Ross Grooters, a locomotive engineer for Union Pacific in Iowa and co-chair of Railroad Workers United. "We've seen in this country all workers getting more and more squeezed."

"These railroads are making billions of dollars. In the past, we've been well compensated for being on call 24/7, 365 days a year. That's been eroded over the course of my career in the last two decades to where it's just not appealing enough to attract people into the workplace," said Grooters.

Labor cuts, lack of paid days off, precision scheduling systems to reduce headcounts, disciplinary attendance policies that issue points against workers for any time taken off and unfair and punishing on-call schedules have made it more difficult to continue working in the railroad industry, said Grooters, and workers claim these issues aren't being addressed in proposed new union contract agreements.

"When I first was hired out on the railroad my paychecks seemed to stretch a lot further than it does today. I don't think that's a unique experience for railroad workers. We really need to stop that trend. And hopefully, we railroad workers can help fight back against profiteering from the richest people in this country," said Grooters.

With talks stalling, the Biden administration convened a presidential emergency board (PEB) earlier this year that issued recommendations for a settlement on 16 August.

Ten of the 12 labor unions currently negotiating new contracts have reached tentative agreements for workers to vote on, but the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the International As-

sociation of Sheet Metal, Air, Rail and Transportation Workers (Smart), which represent half of railroad union workers, have said workers will strike if attendance and scheduling issues aren't resolved.

Workers still have to vote on the tentative agreements reached so far, and some have expressed criticisms that the recommendations don't adequately address staffing and scheduling issues.

"The PEB punted on just about every single issue, and left people feeling kind of betrayed and kind of vacant, because of the discontent on the railroad right now," said Ron Kaminkow, general secretary of Railroad Workers United who currently works as an Amtrak engineer in Reno, Nevada, and serves as vice-president of BLET Local 51.

Kaminkow said many railroad workers don't have any paid time off at all, with the PEB recommending just one added day of paid time off. Workers are currently on call consistently throughout the year, making a life-work balance near impossible and contributing to fatigue issues, illnesses, job safety and discontent among the workforce.

"It's our speculation that if this contract is approved and the PEB recommendations form the basis for a tentative agreement, and this is what we end up with, you will probably see thousands of workers in train engine service who will wait to get the best paid lump sum settlement and then they'll quit. So it doesn't solve any of the problems that the industry is facing," Kaminkow added. "I've worked in the industry 26 years, and it's—I never thought I'd see it like this."

BLET members voted 99.5% in favor of authorizing a strike in July 2022, representing around 23,000 workers under the new contract negotiations.

BLET and Smart issued a joint statement on 11 September criticizing railroad corporations for warning shippers of embargoes on certain shipments ahead of the end of the federally mandated cooling off period, claiming the railroad industry is using supply chain and economic concerns to try to impose a bad contract on the unions that doesn't address the attendance and scheduling concerns of workers.

A survey conducted by Railroad Workers United on the PEB recommendations received responses from 3,162 railroad workers, with over 90% of respondents saying they would vote against tentative agreements based on the recommendations and would approve of a strike after the federally mandated cooling off period.

Railroad workers have emphasized their grueling schedules, a disciplinary attendance system and lack of paid days off, and workers constantly having to be on call to report to work within two hours or less as major points of criticism of the PEB recommendations that failed to address these issues.

Under the Railway Labor Act, railroad corporations and labor unions have to adhere to federally mandated cooling off periods to try to resolve labor disputes. Once the cooling off period ends, on 16 September, a variety of scenarios could result, either through strikes or lockouts of workers by railroad corporations—or Congress could act to impose its own settlement or extend the cooling off period to continue negotiations and avoid any disruptions to interstate commerce.

"If Congress imposes the results of the PEB, or imposes a bad contract down our throat without addressing the attendance policy, or quality of life issues, or our taxable meal issues, without addressing any of that, then people are just going to leave. They already are, but people are just going to continue leaving the industry," said Michael Paul Lindsey, a locomotive engineer for Union Pacific in Idaho for 17 years.

"They can try to force us out of a strike, but they can't force us to not quit, and that

could result in an even bigger effect on the economy. Congress needs to think long and hard before they force it within the strike, because if they do, it will have a much bigger strike as people resign and leave the industry," he said.

Mr. MCGOVERN. Madam Speaker, our railroad workers work tirelessly to keep our country running. They face grueling schedules with next to no vacation days and no paid medical leave if they get sick or injured. They are made to endure greater safety risks as the industry pushes to reduce crew sizes.

Simply put, these workers are overworked, understaffed, and underpaid, and they have been operating without a contract for more than 2 years. So, H.J. Res. 100 and H. Con. Res. 119 together provide these workers with the rights they both need and the rights that they deserve.

Madam Speaker, I include in the RECORD an AP article titled: "Pelosi, dominant figure for the ages, leaves lasting imprint."

[From AP News, Nov. 18, 2022]

PELOSI, DOMINANT FIGURE FOR THE AGES,  
LEAVES LASTING IMPRINT

(By Calvin Woodward and Nancy Benac)

WASHINGTON (AP).—There are two searing scenes of Nancy Pelosi confronting the violent extremism that spilled into the open late in her storied political career. In one, she's uncharacteristically shaken in a TV interview as she recounts the brutal attack on her husband.

In the other, the House speaker rips open a package of beef jerky with her teeth during the Jan. 6, 2021, Capitol insurrection, while on the phone with Mike Pence, firmly instructing the Republican vice president how to stay safe from the mob that came for them both. "Don't let anybody know where you are," she said.

That Pelosi, composed and in command at a time of chaos, tart but parochial-school proper at every turn, is the one whom lawmakers have obeyed, tangled with, respected and feared for two decades.

She is the most powerful woman in American politics and one of the nation's most consequential legislative leaders—through times of war, financial turmoil, a pandemic and an assault on democracy.

Now, at 82, in the face of political loss and personal trauma, she decided her era was ending.

Pelosi stood in the well of a rapt House on Thursday and announced she would not seek a Democratic leadership position in the Congress that convenes in January, when Republicans take control of the chamber. Pelosi, who will remain a member of the House, took her time revealing the news, looking back over an improbable career and recalling her first visit to the Capitol at age 6 with her congressman father.

"Never would I have thought that I would go from homemaker to House speaker," she allowed. On her future, she told reporters: "I like to dance, I like to sing. There's a life out there, right?"

Polarizing and combative, Pelosi nevertheless forged compromises with Republicans on historic legislation.

Across the policy spectrum, whether you liked the results or not, she delivered votes that touched ordinary lives in many ways. Among them: how millions get health care, the state of the roads, the lightened burden of student debt, the minimum wage, progress on climate change that took over a decade to bear fruit.

Even former Republican Speaker Newt Gingrich, a self-described "partisan conservative who thinks that most of her positions are insane," said Pelosi had a "remarkable" run. This, from a fellow "troublemaker with a gavel," as she called herself. He flamed out; she didn't.

"Totally dominant," Gingrich said of her in an interview. "She's clearly one of the strongest speakers in history. She has shown enormous perseverance and discipline."

Those qualities are essential if you don't want to be run out of town, as was a succession of modern Republican speakers, back to Gingrich. It's one thing to herd sheep. It's another thing altogether to herd Democrats and all their messy factions.

Pelosi dealt with conservative Blue Dog Democrats, the liberal women of the Squad, the Out of Iraq Caucus—not to mention old-guard legislators who treated their committees like fiefdoms.

Many of the above, at one point or another, earned her look of icy disapproval, well practiced and not always reserved just for the other side.

"Politics is tough," she said in 2015, "but intraparty? Oh, brother."

Squad member Ilhan Omar of Minnesota, not always Pelosi's biggest fan, spoke Thursday of how Pelosi had "served as a beacon of hope" to her and her family when they migrated from Somalia.

Omar, at times the subject of "send her back" chants during Donald Trump's rallies, recalled that Pelosi had invited her to join her on a 2019 trip to Africa "to represent how far we have come as a country."

Princeton political scientist Frances Lee said there's no doubt Pelosi was a "truly great legislative leader, among a handful truly in command. She's really had her party in the House of Representatives in hand. The difficulty of managing them should not be underrated. It didn't always look pretty but she held the party together."

Pelosi prevailed—for nearly 20 years as House Democratic leader including nearly eight as speaker in two separate stints—with hard-nosed sentiments like these:

"Whoever votes against the speaker will pay a price."—to Democrats who resisted her push for a select committee on climate change early in her speakership.

"Nobody's walking out of here saying anything, if they want to keep an intact neck."—to negotiators trying to work out a 2007 House-Senate compromise to restrain pork, according to the notes of John A. Lawrence, her then-chief of staff and author of a new insider book on her speakership, "Arc of Power."

Sometimes, she could snap her lawmakers into line without a word.

A flick of her hand was all it took to silence Democrats who cheered when the House first passed articles of impeachment against Trump. It was an occasion for sobriety and Pelosi was a stickler for institutional decorum. But not always.

She ripped up her copy of Trump's 2020 State of the Union speech, on the dais behind him, on camera. The theatrical protest at one of American democracy's prime rituals raised questions about whether Pelosi, in that moment, had become what she despised in Trump.

Afterward, she said she had extended her "hand of friendship" to him when he arrived but he did not take it. "He looked a little sedated," she added. As she read quickly through her copy of the speech while Trump delivered it, she stewed over the lines and decided to take action.

"He has shredded the truth in his speech, shredded the Constitution in his conduct—I shredded the address," she said crisply. "Thank you all very much."

#### THE VILLAINIZATION

In 2007, Republican President George W. Bush opened his speech as the "first president to begin his State of the Union with these words: Madam Speaker." He grinned, she beamed, an ovation followed.

Although she maintained a genial relationship with the Bush family—especially the elder George Bush—Republican campaigns seized on her as the perfect foil early on and never let go. She was pilloried as "Darth Nancy" in the 2006 campaign and the villainization got much uglier, complete with gun imagery, as the years passed and politics became more toxic.

"She was, she is, the personification of the San Francisco liberal," Lawrence said in an interview. "It was made to order for them."

But "with her there was a viciousness. The fact that she fit that bill so perfectly—a smart, attractive, effective woman . . . they knew they could caricature and stigmatize things about her, her appearance and style, in a way that was a very effective dog whistle of misogyny."

Republicans often did it simply to raise money, and it worked. Then they used her in ads to attack Democratic congressional candidates. Some of those worked, too.

At least publicly, she would never attribute the attacks to the fact she's a woman, Lawrence said. "She would say, 'They did it because I'm effective.'" Then "pretend to flick dust" off her immaculate jacket.

"Darth Nancy" was a quaint, faraway insult by the time the pro-Trump mob came looking for her that Jan. 6. Their sign at the Capitol said "Pelosi is Satan."

Rifling through her desk in the abandoned speaker's office, they found a pair of boxing gloves.

Pink ones.

#### THE DO-LOTS CONGRESS

Over the years, Pelosi honed the art of aiming high, then disappointing one faction of her party or another without losing her core of support. Rare is the major achievement that was as far left as the party's left wing wanted it to be.

But many are the major achievements. She settled for an "Obamacare" bill that did not give everyone the option of government health insurance, but did, over time, fundamentally expand access to health care.

As financial institutions and large segments of the economy sank into the Great Recession, with the 2008 election looming, she settled for a Bush-era stimulus package that essentially bailed out Wall Street—when liberal Occupy Wall Street activists had very different ideas.

She delivered Democratic votes to help even some Trump initiatives get over the line, like early COVID-19 pandemic relief, before swinging behind President Joe Biden on some of the most far-reaching legislation since Lyndon Johnson's Great Society push in the 1960s.

And Bono, who worked with Pelosi over the years on combating AIDS, said in a statement to the AP after a performance Thursday night in Scotland: "When the story of the end of AIDS is written, Nancy Pelosi's name will stand out in boldface."

"I am honored to have learned so much from her grit and grace, and to call her a friend," he added.

For all the accolades, Pelosi crushed a multitude of toes along the way.

"Her instincts are to find a path and if you happen to be standing in the hole, she's going to treat you like a running back," said political scientist Cal Jillson at Southern Methodist University. "If she can go through you, fine. If not, you're headed to the medicine tent."

Some of the toes squashed by Pelosi belong to Jane Harman, a fellow Californian who long ran in the same circles as the speaker. She returned to Congress in 2001 after a two-year gap, armed with a written promise from Democratic leaders that she could reclaim her seniority and become chair of the sought-after Intelligence Committee if the party took control of the chamber.

When Democrats did so in 2007 and Pelosi became speaker, she bumped Harman from the committee, citing term limits that had not always been evenly applied. Harman believes the real reason was that Pelosi was under pressure from liberals not to give the job to someone who had supported the war in Iraq.

"I think, looking back, that she was under pressure from the left not to promote somebody who had voted for the war."

Still, Harman, who left Congress in 2011 to lead the Wilson Center think tank, allows that Pelosi has "a very good political radar and she has kept the caucus together."

When Pelosi entered Congress in 1987, men chaired all the House committees and no women had led one since the 1970s, by the reckoning of House historians. In the 1970s, the most popular committee chair appointment for women in the House was to lead the Select Committee on the House Beauty Shop before that panel vanished at the end of that decade.

Under Pelosi, women took over more panels and gained weightier assignments while the speaker worked to advance authority for minorities in her ranks as well as their numbers.

"She led in a way that did set the stage for other women and open the doors for their potential," said Debbie Walsh, director of the Center for American Woman and Politics, at Rutgers University. "Things have moved. And she is a big part of that."

#### THE PELOSI CEILING

Because of the speaker's longevity, however, many other up-and-comers in the party besides Harman have discovered they could only rise so far before hitting the Pelosi ceiling. The top job simply hadn't been available.

Pelosi faced none of the questions about sharpness or stamina that dog Biden, 80 on Sunday. She still races around Congress, in high heels, at a pace that people half her age can find hard to match.

But even before the elections, concern had grown in the ranks about the crowd of older Democratic leaders from the same era still in charge. "No brewing rebellion," said Lee at Princeton, but "a sense that maybe it is time."

Leon Panetta, former CIA and Defense chief and chief of staff to President Bill Clinton, had nothing but praise for Pelosi's leadership and skill but said she "probably could have spent more time building a stronger bench in terms of leadership in the House and trying to make sure that others could follow in her path. That becomes a question mark now as to just exactly who's going to be able to replace her."

Panetta met her in the 1980s when he was a congressman from California and she was getting started as a Democratic fund-raiser extraordinaire after her family had moved to that state. She had already learned lessons about transactional politics as the politically engaged daughter of Thomas J. D'Alesandro Jr., a three-term Baltimore mayor and five-term member of Congress from Maryland.

Her prowess in persuading people to open their wallets on behalf of Democratic candidates was one of the keys to her success. Harman calls those dollars crucial to the "big tent" that Pelosi erected for her caucus

and to her ability to hold sway over it—"a \$1.25 billion tent."

Michigan Rep. Fred Upton, a Republican who was in the same freshman class with Pelosi and is retiring from Congress, said of her: "This is why the Democrats had more money than God. She was magic, and I don't think she lost a vote."

Gingrich tacks on other elements of her power: "Her fund raising, her ability to inspire intense loyalty, her willingness to punish people who don't do what she wants."

"As a professional, you have to have great respect for her ability to acquire and wield power and her ability to build what was an effective machine," he said.

Senate Republican leader Mitch McConnell said in a statement that despite their many disagreements, "I have seen firsthand the depth and intensity of her commitment to public service. There is no question that the impact of Speaker Pelosi's consequential and path-breaking career will long endure."

In Pelosi's reign, nothing was left to chance—even her clothing was curated to send a message: She paired a black dress worn during the Trump impeachments with a gold pin depicting the mace of the House, a symbol of her power. When she swooshed out the doors of the White House after one particularly pointed encounter with Trump, her sunglasses and burnt-orange winter coat were quickly the stuff of social media memes.

On Thursday, for the big reveal of her plans, Pelosi wore suffragette white and her mace brooch.

Pelosi told reporters the attack on her husband, Paul, also 82, last month made her inclined to stay in leadership, so as not to give extremists the satisfaction of seeing her leave. She might have hung in, she indicated, if Democrats had won a majority.

The attacker, who police say had come looking for the speaker, fractured her husband's skull with a hammer. Pelosi said she is working through "survivor's guilt."

Could there be a third-generation Pelosi headed to Congress after the speaker and her father? It's long been thought that Nancy's daughter, Christine, would be at the front of the line for the congressional seat whenever Pelosi decided to retire.

In her time, Pelosi went beyond domestic politics to stake a claim to congressional influence in foreign policy on behalf of the House as an institution, pointing her gavel outward in a way speakers had rarely done.

Well beyond her annual Mother's Day visits to women in combat overseas, Pelosi traveled to foreign leaders with a mission to project U.S. stability, particularly during the unpredictable Trump years but also before and after.

She traveled secretly to Kiev early in the Russia-Ukraine war and caused some grief in the Biden administration with her diplomatically dicey visit to Taiwan this year.

Pelosi had a history of standing up to China. In her first foreign trip after being elected to Congress in 1987, she joined other U.S. lawmakers in 1991 in unfurling a banner at Tiananmen Square after Chinese authorities crushed prodemocracy demonstrations there in 1989. Her recent Taiwan visit was another slap at Beijing.

For all her clout in government, Pelosi was an unpopular figure in the country overall. In a Pew Research Center poll conducted in late June and early July, only about a third of respondents had a favorable opinion of Pelosi, while 6 in 10 were unfavorable toward her.

Most Democrats and Democratic leaners—about 6 in 10—were thumbs up about her, though she lagged Biden and Vice President Kamala Harris, both rated favorably by three-quarters of Democrats. About 9 in 10 Republicans viewed her unfavorably.

Through it all, she went at practically everything as if it had a best-before date. After all, she would say, "Power is perishable." Washington is "the perishable city."

Mr. MCGOVERN. Madam Speaker, Speaker PELOSI's election was a historic moment for the women of this country, a moment for which they had been waiting for over 200 years.

When she took the gavel, Speaker PELOSI noted: "Never losing faith, we waited through the many years of struggle to achieve our rights. But women weren't just waiting; women were working. Never losing faith, we worked to redeem the promise of America, that all men and women are created equal."

I am so proud of the example that Speaker PELOSI has set for young women across the country, young women like my daughter, Molly, who looks up to her as a role model.

Naming the caucus room in the Cannon House Office Building after Speaker NANCY PELOSI will serve as a reminder to all of our daughters and granddaughters that the sky is the limit and that no position in this democracy is out of reach for anyone who works hard and dreams big.

Madam Speaker, I reserve the balance of my time.

Mrs. FISCHBACH. Madam Speaker, I yield myself such time as I may consume. As I said, it is refreshing that we are looking at truly bipartisan legislation today, and I am glad to see that we are taking up important issues that affect so many people across the country. However, because the rule provides no real opportunity to improve or amend the underlying bills and has morphed into the Christmas tree of last-minute additions, I must oppose the rule, and I ask Members to do the same.

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

Mr. MCGOVERN. Madam Speaker, I yield myself the balance of my time.

Madam Speaker, most of these bills that are included in this rule should have passed on suspension. Unfortunately, many of my friends on the other side of the aisle have turned the Republican Party into the party of no: no plans, no ideas, just blame—blame Biden, blame the Democrats, blame everybody else.

I mean, look at the bills that we are considering here. These should have all been suspension bills, and why aren't they? I don't know. You have to ask my Republican friends.

H.R. 3372, H.R. 6878, and H.R. 8876 all passed out of committee with an overwhelming majority of votes from both Democrats and Republicans. They are noncontroversial. They are bipartisan solutions to fix issues Americans across the country experience every day.

Similarly, H.J. Res. 100 and H. Con. Res. 119 will deliver a historic victory on securing critical rights for railroad workers while also helping us avoid a catastrophic shutdown.

The gentlewoman talks about a Christmas tree. We had to include in this rule a provision allowing us to hold a ceremony in the rotunda honoring Capitol Police for their heroism on January 6. We couldn't even get the Republicans to agree to unanimous consent to honor the Capitol Police in the rotunda.

That is why it is in this rule. It is awful. I mean, they talk about how they support the police. We can't even get them to honor the police in this Capitol who protected our lives on January 6. So, it is included in this rule because we couldn't get unanimous consent from the other side of the aisle.

I remember when we used to be able to pass bipartisan bills like this without coming to the floor with a rule.

Look, by a margin of just over 3,000 votes in the five closest seats, you are going to be in the majority in January. I hope all of you figure out what you are doing before then because I haven't seen anything to date that shows that that party is serious about putting people over politics and actually legislating. I think today is kind of an example of that, why we have had to include these noncontroversial items in a rule.

Madam Speaker, I urge all of my colleagues to vote "yes" on this rule, "yes" on the previous question, and "yes" on the underlying legislation.

Ms. JACKSON LEE. Madam Speaker, I rise in strong support of H. Res. 1499, the rule for consideration of H.J. Res. 100 and H. Con. Res. 119, two resolutions that would address unresolved disputes between certain railroads and their employees (as well as three other bills on other matters).

The resolutions before us today would avert a debilitating catastrophic rail strike on December 9th. The two resolutions are the result of the Biden Administration's negotiations with railroad companies and railroad worker unions to craft an agreement that would treat rail employees fairly in light of longstanding workforce issues.

President Biden has called upon Congress to pass this legislation in accordance with our authority under the Interstate Commerce Clause to ensure the uninterrupted operation of our nation's critical transportation systems that impact every American and our entire economy.

Congress has the responsibility to prevent a disruption of rail service that would cripple our economy and impose severe hardships on every American that would have a very tangible effect, especially as we head into the holiday season.

H.J. Res. 100 would adopt the Tentative Agreement that was reached in September between railroads represented by the National Carriers' Conference Committee of the National Railway Labor Conference and the railroad workers represented by twelve unions and related organizations.

The key provisions of the Tentative Agreement that makes great strides toward protecting the rights and advancing the basic needs of rail employees for the next 2 years include:

a 24 percent pay raise and a \$5,000 bonus;

no changes in copays, deductibles or coinsurance costs for health care services; and some allowance of time off for routine, preventative and emergency medical care.

These are very substantial advances that justify our support of this resolution, both because they improve conditions for rail employees and because passage of this resolution is absolutely essential to avert a strike and disruption of rail service that would be catastrophic for our entire country.

However, the progress made by negotiations is not enough. It does not sufficiently safeguard rail workers' rights and dignity in ways that are recognized as essential in America.

It is absolutely essential that workers be given seven days annually of paid time off when they are sick.

I applaud the four rail worker unions that have objected to the Tentative Agreement because of its failure to provide seven days of paid time off for sick leave.

That is why this rule also allows for consideration of H. Con. Res. 119 that would supplement the Tentative Agreement by directing the railroads and the unions to negotiate within 30 days a means to provide seven days of paid time off annually for sick leave without any adverse impact on a worker's employment status.

Seven days of paid time off annually when a rail worker becomes sick is essential for a number of reasons.

First, it is the right thing to do, as it is morally repugnant that rail employees are expected to be immune to sickness and should be economically hampered when they become ill.

Second, because railroads have decreased their workforce by almost one-third in recent years compared to previous levels, the workplace demands on rail workers have increased. That increased work precipitates sickness. It is unconscionable and illogical for railroads to elevate their employees' health risks, and then fail to stand by them when they get sick.

Third, railroads have been raking in extraordinary profits in recent years, in part by reducing their workforce and placing higher burdens on their remaining employees. As a result, the railroads cannot claim that they are unable to financially afford seven days of paid time off annually for their employees who enable the companies to be so profitable.

Paid sick leave for employees is a bare necessity, which I believe should be extended to paid time off for family medical leave, such as when a rail worker needs to care for their sick child or take them to a doctor. I will continue to fight for employees to gain this basic benefit, even though that effort will have to be resumed at another time.

Paid time off for sick leave is a top priority for rail workers, especially because their jobs expose them to risks that can manifest in health problems. It also carries an additional consequence, as paid time off requires railroads to be more flexible in establishing work schedules that are responsive to employees' health and family needs.

It is ironic that railroads resist providing flexibility to their workers' schedule needs while, at the same time, those railroads routinely plead for the public's patience and understanding when it comes to the railroads' schedules of transport and delivery.

My Congressional District in Houston is regularly affected by railroad delays that impair

mobility, timeliness, and delivery of materials in Houston. The problem is so pervasive that the railroads have gained a reputation in Houston and Harris County for their constant delays.

The railroads' resistance to provide essential protections for their employees is, unfortunately, emblematic of their prioritization of their own interests over the public interest.

The railroads repeatedly demonstrate this, for example, in my Congressional District, by their lassitude in cleaning up the toxic contamination and Superfund consequences imposed by creosote.

This is a long-festering problem for which I have been advocating resolution for years. But even so, the creosote problem in Houston continues, and the railroads still have not taken sufficient action to remediate the problem.

Madam Speaker, it is imperative that we pass this rule and the two resolutions addressing the needs of railroad employees that it allows to be brought to the floor today.

If we do not pass these resolutions, rail service will be interrupted nationwide, causing severe hardships to families and all aspects of the American economy. The effects of a stoppage in service would include:

as many as 765,000 workers, including many union members, would lose their jobs in just the first two weeks of a strike;

millions of families wouldn't be able to get groceries, medications, and other goods;

many communities wouldn't be able to acquire the essential materials to keep their water supply clean; businesses wouldn't be able to get their products to market; and perishable goods would spoil before reaching consumers.

Madam Speaker, in light of the harsh consequences that our country would suffer if we do not pass these two resolutions, I strongly support passage of both resolutions and urge all of my colleagues to join me in voting to pass them.

Mr. MCGOVERN. Madam Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The SPEAKER pro tempore. The question is on adoption of the resolution.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mrs. FISCHBACH. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. This is a 15-minute vote.

The vote was taken by electronic device, and there were—yeas 216, nays 202, not voting 13, as follows:

[Roll No. 489]

YEAS—216

Adams	Blumenauer	Bustos
Aguilar	Blunt Rochester	Butterfield
Allred	Bonamici	Carbajal
Auchincloss	Bourdeaux	Cárdenas
Axne	Bowman	Carson
Barragán	Boyle, Brendan	Carter (LA)
Bass	F.	Cartwright
Beatty	Brown (MD)	Case
Bera	Brown (OH)	Casten
Beyer	Brownley	Castor (FL)
Bishop (GA)	Bush	Castro (TX)

Cherfilus-  
McCormick  
Chu  
Cicilline  
Clark (MA)  
Clarke (NY)  
Cleave  
Clyburn  
Cohen  
Connolly  
Cooper  
Correa  
Costa  
Courtney  
Craig  
Crow  
Cuellar  
Davids (KS)  
Davis, Danny K.  
Dean  
DeFazio  
DeGette  
DeLauro  
DelBene  
Demings  
DeSaulnier  
Dingell  
Doggett  
Doyle, Michael  
F.  
Escobar  
Eshoo  
Espallat  
Evans  
Fletcher  
Foster  
Frankel, Lois  
Gallego  
Garamendi  
Garcia (IL)  
Garcia (TX)  
Golden  
Gomez  
Gonzalez,  
Vicente  
Gottheimer  
Green, Al (TX)  
Grijalva  
Harder (CA)  
Hayes  
Higgins (NY)  
Himes  
Horsford  
Houlahan  
Hoyer  
Huffman  
Jackson Lee  
Jacobs (CA)  
Jayapal  
Jeffries  
Johnson (GA)  
Johnson (TX)  
Jones

## NAYS—202

Aderholt  
Allen  
Amodei  
Armstrong  
Arrington  
Babin  
Bacon  
Baird  
Balderson  
Banks  
Barr  
Bentz  
Bice (OK)  
Biggs  
Bilirakis  
Bishop (NC)  
Boebert  
Bost  
Brady  
Brooks  
Buchanan  
Buck  
Bucshon  
Budd  
Burchett  
Burgess  
Calvert  
Cammack  
Carey  
Carl  
Carter (GA)  
Carter (TX)  
Cawthorn  
Chabot

Kahele  
Kaptur  
Keating  
Kelly (IL)  
Khanna  
Kildee  
Kilmer  
Kim (NJ)  
Kind  
Kirkpatrick  
Krishnamoorthi  
Kuster  
Lamb  
Larsen (WA)  
Larson (CT)  
Lawrence  
Lawson (FL)  
Lee (CA)  
Lee (NV)  
Leger Fernandez  
Levin (CA)  
Levin (MI)  
Lieu  
Lofgren  
Luria  
Lynch  
Malinowski  
Maloney,  
Carolyn B.  
Maloney, Sean  
Manning  
Matsui  
McBath  
McCollum  
McGovern  
McNerney  
Meeks  
Meng  
Mfume  
Moore (WI)  
Morelle  
Moulton  
Mrvan  
Murphy (FL)  
Nadler  
Napolitano  
Neal  
Neguse  
Newman  
Norcross  
O'Halleran  
Ocasio-Cortez  
Omar  
Pallone  
Panetta  
Pappas  
Pascrell  
Payne  
Peltola  
Perlmutter  
Peters  
Phillips  
Pingree

Pocan  
Porter  
Pressley  
Price (NC)  
Quigley  
Raskin  
Rice (NY)  
Ross  
Roybal-Allard  
Ruiz  
Ruppersberger  
Rush  
Ryan (NY)  
Ryan (OH)  
Sánchez  
Sarbanes  
Scanlon  
Schakowsky  
Schiff  
Schneider  
Schradler  
Schrier  
Scott (VA)  
Scott, David  
Sewell  
Sherman  
Sherrill  
Sires  
Slotkin  
Smith (WA)  
Soto  
Spanberger  
Speier  
Stansbury  
Stanton  
Stevens  
Strickland  
Suozi  
Swalwell  
Takano  
Thompson (CA)  
Thompson (MS)  
Titus  
Tlaib  
Tonko  
Torres (CA)  
Torres (NY)  
Trahan  
Trone  
Underwood  
Vargas  
Veasey  
Velázquez  
Wasserman  
Schultz  
Waters  
Watson Coleman  
Welch  
Wexton  
Wild  
Williams (GA)  
Wilson (FL)  
Yarmuth

Johnson (SD)  
Jordan  
Joyce (OH)  
Joyce (PA)  
Katko  
Keller  
Kelly (MS)  
Kelly (PA)  
Kim (CA)  
Kustoff  
LaMalfa  
Lamborn  
Latta  
Lesko  
Letlow  
Long  
Loudermilk  
Lucas  
Luetkemeyer  
Mace  
Malliotakis  
Mann  
Massie  
Mast  
McCarthy  
McCaul  
McClain  
McClintock  
McHenry  
Meijer  
Meuser  
Miller (IL)  
Miller (WV)  
Miller-Meeks

Bergman  
Diaz-Balart  
Fallon  
Gibbs  
Green (TN)

Moolenaar  
Mooney  
Moore (AL)  
Moore (UT)  
Mullin  
Murphy (NC)  
Nehls  
Newhouse  
Norman  
Obermole  
Owens  
Palmer  
Pence  
Perry  
Pfluger  
Posey  
Rescenthaler  
Rice (SC)  
Rodgers (WA)  
Rogers (AL)  
Rogers (KY)  
Rose  
Rosendale  
Rouzer  
Roy  
Rutherford  
Salazar  
Scalise  
Schweikert  
Scott, Austin  
Sempolinski  
Sessions  
Simpson  
Smith (MO)

## NOT VOTING—13

Herrera Beutler  
Kinzinger  
LaHood  
Langevin  
LaTurner

Smith (NE)  
Smith (NJ)  
Smucker  
Spartz  
Staubert  
Steel  
Stefanik  
Steil  
Steube  
Stewart  
Taylor  
Tenney  
Thompson (PA)  
Tiffany  
Timmons  
Turner  
Upton  
Valadao  
Van Drew  
Van Duyne  
Wagner  
Walberg  
Waltz  
Weber (TX)  
Webster (FL)  
Wenstrup  
Westerman  
Williams (TX)  
Wilson (SC)  
Wittman  
Womack  
Yakym  
Zeldin

## DESIGNATING THE CAUCUS ROOM IN THE CANNON HOUSE OFFICE BUILDING AS THE “SPEAKER NANCY PELOSI CAUCUS ROOM”

The SPEAKER pro tempore. Pursuant to House Resolution 1499, H. Res. 1495 is considered as adopted.

The text of the resolution is as follows:

H. RES. 1495

*Resolved*, That the caucus room in the Cannon House Office Building (room 390) is designated as the “Speaker Nancy Pelosi Caucus Room”.

## AUTHORIZING THE USE OF THE ROTUNDA OF THE CAPITOL FOR A CEREMONY TO PRESENT CONGRESSIONAL GOLD MEDALS TO THE UNITED STATES CAPITOL POLICE AND OTHERS WHO PROTECTED THE CAPITOL ON JANUARY 6, 2021

The SPEAKER pro tempore. Pursuant to House Resolution 1499, H. Con. Res. 118 is considered as adopted.

The text of the concurrent resolution is as follows:

H. CON. RES. 118

*Resolved by the House of Representatives (the Senate concurring),*

## SECTION 1. USE OF ROTUNDA FOR CEREMONY TO PRESENT CONGRESSIONAL GOLD MEDALS TO UNITED STATES CAPITOL POLICE AND OTHERS WHO PROTECTED THE CAPITOL ON JANUARY 6, 2021.

The rotunda of the Capitol is authorized to be used on December 6, 2022, for a ceremony to present Congressional Gold Medals to the United States Capitol Police and others who protected the Capitol on January 6, 2021. Physical preparations for the ceremony shall be carried out in accordance with such conditions as the Architect of the Capitol may prescribe.

## MESSAGE FROM THE SENATE

A message from the Senate by Ms. Byrd, one of its clerks, announced that the Senate has passed without amendment a bill of the House of the following title:

H.R. 2930. An act to enhance protections of Native American tangible cultural heritage, and for other purposes.

The message also announced that the Senate has passed with amendments in which the concurrence of the House is requested, bills of the House of the following titles:

H.R. 5796. An act to amend title 35, United States Code, to establish a competition to award certificates that can be redeemed to accelerate certain matters at the Patent and Trademark Office, and for other purposes.

H.R. 8404. An act to repeal the Defense of Marriage Act and ensure respect for State regulation of marriage, and for other purposes.

□ 1022

Ms. WASSERMAN SCHULTZ changed her vote from “nay” to “yea.”

Ms. GRANGER changed her vote from “present” to “nay.”

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. LANGEVIN. Madam Speaker, I was unavoidably detained on roll call vote #489. Had I been present, I would have voted “yea.”

Stated against:

Mr. BERGMAN. Madam Speaker, please accept this personal explanation as I was unexpectedly detained during vote proceedings. Had I been present, I would have voted “nay” on rollcall number 489.

## MEMBERS RECORDED PURSUANT TO HOUSE RESOLUTION 8, 117TH CONGRESS

Axne (Wild)  
Bass (Cicilline)  
Brooks (Moore)  
(AL)  
Brown (MD)  
(Evans)  
Cárdenas  
(Correa)  
Clyburn  
(Butterfield)  
Conway  
(Valadao)  
Craig (Stevens)  
DeFazio  
(Pallone)  
DeSaulnier  
(Beyer)  
Doyle, Michael  
F. (Pallone)  
Gaetz (Bishop)  
(NC)  
Garbarino  
(Miller-Meeks)

Gonzalez,  
Vicente  
(Correa)  
Gooden (TX)  
(Miller-Meeks)  
Gosar (Weber)  
(TX)  
Johnson (GA)  
(Pallone)  
Johnson (TX)  
(Pallone)  
Keating (Neguse)  
Kind (Schneider)  
Kirkpatrick  
(Pallone)  
Lawson (FL)  
(Evans)  
Long  
(Fleischmann)  
Luria (Wexton)  
Newman (Correa)  
O'Halleran  
(Stanton)

Pressley  
(Neguse)  
Roybal-Allard  
(Correa)  
Rush (Beyer)  
Ryan (OH)  
(Correa)  
Simpson  
(Fulcher)  
Sires (Pallone)  
Strickland  
(Butterfield)  
Swalwell  
(Correa)  
Titus (Pallone)  
Van Drew  
(Rescenthaler)  
Welch (Pallone)  
Williams (GA)  
(McBath)