

it all ties together. It is a unified theory. If I care about healthcare spending—and, understand, ObamaCare was a financing bill. It was about who got subsidized and who had to pay. Our Republican alternative was a financing bill.

□ 2015

We are right now doing the hardest thing in Congress. We are actually talking about what we pay for. Could we actually reduce healthcare spending by having a healthier country, a healthier population? That would actually be much more egalitarian with prosperity.

Mr. HARRIS. There is no question that that is true. The fact is that we can send a strong economic signal through our ability to modify what is available under food programs, not only direct payments but also the fact that, over the past 50 years, we have kind of funneled all the production, as you said, into only a handful of major crops.

In my district, for instance, they used to grow tomatoes. It used to be one of the tomato capitals of the country. I didn't even know this, but it is not anymore. It is just soybeans and corn, partly because we have a big poultry industry, but the variety of crops has just disappeared.

Again, everything comes together. Everything points in the same direction. We must address the obesity crisis. We know what causes it.

We actually have a pretty good idea of how to solve it, how to get there, but we have to decide that that is something we are going to do. I think the average American understands it. I think they do.

Mr. SCHWEIKERT. It is fascinating when I am home in Arizona, the number of folks I walk up to who will almost pull me aside and say: I can't believe you were willing to talk about that. You told the truth.

It is almost like they weren't ready to have those of us from the political class do something that is uncomfortable.

The math is the math. If you take a look at mortality statistics, is it moral to have a society, particularly working, prime-age males—I mean, you were actually quoting some of the statistics in our previous conversation. They are dying younger and younger.

What we have done to younger people in the country, what we are doing to seniors, we can fix this. We just have to be willing to do some difficult policy here—it is not difficult policy.

There are some experiments out there—and you and I have not talked about this before, so we are winging it—where it was the food box and saying that we are going to deliver to our brothers and sisters who need nutrition support a box. There was a problem. Sometimes, the fruits and those things were thrown away, so they experimented with other ways to deliver it.

It was in a microwave pouch, and it turned out that it was working. They

were making people healthier, and then that pilot program disappeared.

We are talking billions and billions of dollars, which means there will be armies of lobbyists in the hallway here tomorrow really cranky about what we talked about.

Can we make the argument that we should do the right thing? Is this Republican or Democrat? It should be just the right thing.

Mr. HARRIS. That is right. You bring up a good point.

The first thing you start with is say that we don't have to change—let's do a few pilot programs. Let's get some data. Otherwise, it is incredibly difficult to see whether some of these ideas work to change the way people buy and their habits. Obviously, it will take a generation for the obesity that already exists to plateau.

Mr. SCHWEIKERT. I am more optimistic than you.

Mr. HARRIS. I mean, with Ozempic and Wegovy, maybe it is quicker, but these are not the solution. The solution is not to become obese and then take a drug to reduce the obesity. It is not to become obese in the first place, but your point is critical.

Right now, a 3-year-old has a lower life expectancy than a 60-year-old had at the same age. That is because our adults are getting these chronic diseases at an increasing rate. That 3-year-old, if we don't change the trajectory, will have much less of a chance to live to the same age as their grandfather did or their father did.

We cannot accept that in America. We are actually in a situation where our children have a lower life expectancy than us.

This is the opposite of everything anybody does anything for. As a father, you want to do everything for your children so they have it better than you.

We are kind of intentionally, because we are intentional in how we spend dollars, forcing our children to a lower, shorter life expectancy than we have. Shame on us if we don't fix this.

Mr. SCHWEIKERT. We are already crushing the next generation, the next three generations. My wife is my age, and I have an 8-year-old and a 23-month-old.

Mathematically, my 23-month-old, when he is 20 years old, U.S. taxes will have to be double what they are today to maintain baseline services.

This is what we are doing to our society. We are coming behind these microphones, and we have done the economic presentations. We can do the Democrats' tax scheme. You get about 1.5 percent of GDP if you were able to tax maximize everything.

For those of us who want to cut things, we get about a point of discretionary nondefense. That is \$300 billion there if we could cut that much, so 2.5 percent.

This fiscal year so far, we were expecting to borrow about 5, 5.5 percent of GDP. We are closer to 9. Does anyone see a math problem there?

If this is the political rhetoric, that they want to raise taxes and we want to cut, and you only get this much, maybe we need to promote policies that disrupt the cost of government and the cost of healthcare.

A couple of weeks ago, I gave a series of presentations here on using technology, using AI, those things, to make government much smaller. We can do things like this. There are paths.

Mr. Speaker pro tempore, are we up against time?

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. SCHWEIKERT. Mr. Speaker, I thank Dr. HARRIS for joining me, and I yield back.

ENROLLED JOINT RESOLUTION SIGNED

Kevin F. McCumber, Clerk of the House, reported and found truly an enrolled joint resolution of the House of the following title, which was thereupon signed by the Speaker:

H.J. Res. 109. Joint Resolution providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Securities and Exchange Commission relating to "Staff Accounting Bulletin No. 121".

ADJOURNMENT

Mr. SCHWEIKERT. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 8 o'clock and 21 minutes p.m.), under its previous order, the House adjourned until tomorrow, Thursday, May 23, 2024, at 10 a.m.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

EC-4277. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2023-1883; Project Identifier MCAI-2023-00804-T; Amendment 39-22734; AD 2024-08-01] (RIN: 2120-AA64) received May 17, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-4278. A letter from the Acting Assistant Secretary, Office of Legislative Affairs, Department of the Treasury, transmitting the Department's annual report on material violations or suspected material violations of regulations relating to Treasury auctions and other offerings of securities during the period of January 1, 2023, through December 31, 2023, pursuant to 31 U.S.C. 3121 note; Public Law 103-202, Sec. 202(d)(1); (107 Stat. 2358); to the Committee on Financial Services.

EC-4279. A letter from the Secretary, Department of the Treasury, transmitting a six-month periodic report on the national emergency with respect to Nicaragua that was declared in Executive Order 13851 of November 27, 2018, pursuant to 50 U.S.C. 1641(c); Public Law 94-412, Sec. 401(c); (90 Stat. 1257) and 50 U.S.C. 1703(c); Public Law 95-223, Sec. 204(c); (91 Stat. 1627); to the Committee on Foreign Affairs.

EC-4280. A letter from the Secretary, Department of the Treasury, transmitting a six-month periodic report on the national emergency with respect to the Western Balkans that was declared in Executive Order 13219 of June 26, 2001, pursuant to 50 U.S.C. 1641(c); Public Law 94-412, Sec. 401(c); (90 Stat. 1257) and 50 U.S.C. 1703(c); Public Law 95-223, Sec. 204(c); (91 Stat. 1627); to the Committee on Foreign Affairs.

EC-4281. A letter from the Secretary, Department of the Treasury, transmitting a six-month periodic report on the national emergency with respect to North Korea that was declared in Executive Order 13466 of June 26, 2008, pursuant to 50 U.S.C. 1641(c); Public Law 94-412, Sec. 401(c); (90 Stat. 1257) and 50 U.S.C. 1703(c); Public Law 95-223, Sec. 204(c); (91 Stat. 1627); to the Committee on Foreign Affairs.

EC-4282. A letter from the Assistant Secretary, Bureau of Legislative Affairs, Department of State, transmitting a determination under Sec. 36(b)(1) of the Arms Export Control Act; to the Committee on Foreign Affairs.

EC-4283. A letter from the Assistant Secretary, Bureau of Legislative Affairs, Department of State, transmitting a Memorandum of Justification for the drawdown of defense articles and services and military education and training under Sec. 506(a)(1) of the Foreign Assistance Act of 1961; to the Committee on Foreign Affairs.

EC-4284. A letter from the Assistant Secretary of State, Bureau of Legislative Affairs, Department of State, transmitting Department Notification Number: RSAT cast 24-10259, pursuant to the reporting requirements of Section 3(d) of the Arms Export Control Act; to the Committee on Foreign Affairs.

EC-4285. A letter from the General Counsel, National Labor Relations Board, transmitting the Board's Inspector General Semi-annual Report to Congress for the period October 1, 2023 through March 31, 2024, pursuant to section 405(c) of the Inspector General Act; to the Committee on Oversight and Accountability.

EC-4286. A letter from the Chairman, Labor Member, and Management Member, Railroad Retirement Board, transmitting the Board's 2023 calendar year annual report; to the Committee on Oversight and Accountability.

EC-4287. A letter from the Deputy Chief, National Forest System, Forest Service, Department of Agriculture, transmitting the final maps and perimeter boundary descriptions for Cottonwood Creek Wild and Scenic River, in California, added to the National Wild and Scenic River System, pursuant to 31 U.S.C. 9106(a)(1); Public Law 97-258 (as amended by Public Law 101-576, Sec. 306(a)); (104 Stat. 2854); to the Committee on Natural Resources.

EC-4288. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Revocation of Colored Federal Airway Blue 3 (B-3) in Western Alaska [Docket No.: FAA-2023-2103; Airspace Docket No.: 22-AAL-24] (RIN: 2120-AA66) received May 17, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-4289. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class D and Class E Airspace; Saginaw, MI [Docket No.: FAA-2024-0273; Airspace Docket No.: 24-AGL-4] (RIN: 2120-AA66) received May 17, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-4290. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class D and Class E Airspace; Lake Charles, LA [Docket No.: FAA-2024-0270; Airspace Docket No.: 24-ASW-3] (RIN: 2120-AA66) received May 17, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-4291. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class D Airspace and Amendment of Class E Airspace, Harrisburg, PA [Docket No.: FAA-2023-0214; Airspace Docket No.: 23-AEA-05] (RIN: 2120-AA66) received May 17, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-4292. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of United States Area Navigation (RNAV) Routes Q-30 and T-370; Eastern United States [Docket No.: FAA-2024-0696; Airspace Docket No.: 23-ASO-54] (RIN: 2120-AA66) received May 17, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-4293. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Dixon, IL [Docket No.: FAA-2024-0271; Airspace Docket No.: 24-AGL-2] (RIN: 2120-AA66) received May 17, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-4294. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class D and Class E Airspace; Beaumont/Port Arthur, TX [Docket No.: FAA-2024-0269; Airspace Docket No.: 24-ASW-2] (RIN: 2120-AA66) received May 17, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-4295. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 31545; Amdt. No.: 4112] received May 17, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-4296. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 31544; Amdt. No.: 4111] received May 17, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-4297. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; General Electric Company Engines [Docket No.: FAA-2024-0771; Project Identifier AD-2023-01251-E; Amendment 39-22720; AD 2024-06-15] (RIN: 2120-AA64) received May 17, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-4298. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier, Inc., Airplanes [Docket No.: FAA-2023-2397; Project Identifier MCAI-2023-00601-T; Amendment 39-22730; AD 2024-07-09] (RIN: 2120-AA64) received May 17, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-4299. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Winder, GA [Docket No.: FAA-2023-2467; Airspace Docket No.: 23-ASO-42] (RIN: 2120-AA66) received May 17, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-4300. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class D and Class E Airspace; Huntington, WV [Docket No.: FAA-2023-2360; Airspace Docket No.: 23-AEA-24] (RIN: 2120-AA66) received May 17, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-4301. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG [Docket No.: FAA-2024-0036; Project Identifier MCAI-2023-00731-E; Amendment 39-22739; AD 2024-08-06] (RIN: 2120-AA64) received May 17, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-4301. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG [Docket No.: FAA-2024-0036; Project Identifier MCAI-2023-00731-E; Amendment 39-22739; AD 2024-08-06] (RIN: 2120-AA64) received May 17, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 7189. A bill to amend the Public Health Service Act to reauthorize a national congenital heart disease research, surveillance, and awareness program, and for other purposes; with an amendment (Rept. 118-517). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 7208. A bill to reauthorize the Traumatic Brain Injury Program; with an amendment (Rept. 118-518). Referred to the Committee of the Whole House on the state of Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 7224. A bill to amend the Public Health Service Act to reauthorize the Stop, Observe, Ask, and Respond to Health and Wellness Training Program (Rept. 118-519). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 6829. A bill to amend the Public Health Service Act to authorize and support the creation and dissemination of cardiomyopathy education, awareness, and risk assessment materials and resources to identify more at-risk families, to authorize research and surveillance activities relating to cardiomyopathy, and for other purposes; with an amendment (Rept. 118-520). Referred to the Committee of the Whole House on the state of the Union.