

Let us honor the legacy of this great man who fought for the freedom of those who refused to do the same.

RISING ENERGY PRICES

(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, last week, I heard from a woman in my district who told me about the direct impact that rising energy prices are having on her family. This year, her energy bill will climb from \$135 to \$398 a month.

This constituent is not alone, and because of this record-setting inflation, two-thirds of Americans have been forced to use their savings just to pay for everyday expenses.

With gas now costing more than \$5 a gallon, with diesel costs up nearly 70 percent higher than they were a year ago, it is Pennsylvania families who are now paying the price for President Biden's failed energy policies.

Instead of using American energy, President Biden is preparing to travel to Saudi Arabia in an attempt to bring more foreign oil into our markets here in America.

Americans cannot afford these record-setting prices, and we cannot afford to allow the Biden administration to continue its war on American energy.

ALZHEIMER'S AND BRAIN AWARENESS MONTH

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

Mr. WILSON of South Carolina. Madam Speaker, June is Alzheimer's and Brain Awareness Month, a time to raise the level of attention to debilitating dementias.

I appreciate the dedication of Taylor Wilson, the Director of Government Affairs for the Alzheimer's Association of South Carolina.

Alzheimer's is a brain disorder which slowly destroys memory and thinking skills. It is not a normal part of aging but a result of complex changes in the brain that start years before symptoms appear.

I am grateful for the Lexington Medical Center Carroll Campbell Place, in loving memory of former and late Governor Carroll Campbell.

According to the Centers for Disease Control, there are nearly 6 million people in the U.S. that have Alzheimer's and related dementias. We honor those families in America facing a dementia diagnosis, while supporting the hope of all that through research, we can find a prevention or treatment for this fatal disease.

In conclusion, God bless our troops who successfully protected America for 20 years in the global war on terrorism as it continues moving from the Afghanistan safe haven to America.

RECOGNIZING CRANBERRY HIGH SCHOOL AND MIDDLE SCHOOL ROBOTICS TEAMS

(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 congratulate Cranberry High School and Middle School robotics teams from Venango County, Pennsylvania's 15th Congressional District.

Cranberry High School sent 19 students and 2 teachers to Dallas, Texas, to compete in the 2022 VEX Robotics World Championship in May. While in Dallas, Cranberry High School teams competed against more than 800 other teams from around the country and the world.

When it came time to compete, each team was paired randomly with another team to showdown against two other randomly paired teams. Each team participated in 10 2-minute rounds throughout the tournament.

To win, each team's robot had to coordinate with their allied team's robot to complete certain tasks in the rink before their opponents did. This required each team to work together with a team of strangers, sometimes from another country.

This opportunity allowed Cranberry High and Middle School students to broaden their horizons, as well as explore future careers in the robotics and engineering fields.

Congratulations to the 19 students who participated in such a great event.

HONORING THE LEGACY OF WILMA MANKILLER

(Mrs. BICE of Oklahoma asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. BICE of Oklahoma. Madam Speaker, I rise today to celebrate the release of the third coin in the American Women Quarters Program which features Oklahoma's own Wilma Mankiller.

Ms. Mankiller lived an inspiring life, which has had a lasting impact on Oklahoma and beyond. Hailing from the Cherokee Nation, she was hired as an economic stimulus coordinator and founded the community development department.

Through her incredible work, she became the first woman elected as Principal Chief of the Cherokee Nation. Under her leadership, she revitalized the Tribe's economy, education systems, and health and well-being programs.

Her remarkable leadership made the Cherokee Tribe a national role model, but she didn't stop there. After leaving office, she remained an advocate for women across the globe. She received the Presidential Medal of Freedom, the highest honor given to civilians in the U.S., and was inducted into the National Women's Hall of Fame.

Ms. Mankiller's commitment to bettering her community and society as a whole is truly inspiring. May her legacy continue to live on forever.

WORLDWIDE UREA SHORTAGE

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

Mr. LAMALFA. Madam Speaker, it is no secret that America is facing many crises today, most unnecessary, on the border, fuel, inflation, even baby formula shortages.

But one thing that is not being talked about a lot is that we have a worldwide shortage of urea, which is a component in fertilizer, as well as fluid called DEF used in diesel engines for trucks, tractors, et cetera, made after 2010.

It is very important that we have this essential element because if we don't have our trucks and tractors and even trains running, then we are going to have even bigger supply crises than what we have now.

China and Russia are two of the major exporters of this urea product, and they are actually cutting their exports of them in order to take care of themselves.

What we need to do in this country is step up our own production once again. After Hurricane Ida—down on the Gulf Coast a few years ago—caused suspension of operations of some of these plants that we have, we have to get it back going again because we need urea for our fertilizer to continue to grow food and to have our diesel engines that require DEF, the diesel exhaust fluid, to keep going and deliver the items we need.

Why do we need yet another crisis of running out and messing up the supply chain?

CONTINUATION OF THE 340B PROGRAM

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

Mr. BERGMAN. Madam Speaker, I rise today to highlight the positive accomplishments and ongoing challenges facing healthcare providers in rural and remote parts of our country, especially in places like Michigan's First District, my home.

Last week marked the 30th anniversary of the 340B Federal drug pricing program, which provides discounted pharmaceutical products to providers that care for a disproportionate share of uninsured and at-risk patients.

In my district alone, we have 20 340B hospitals providing care for our most vulnerable patient populations and ensuring our rural and remote communities receive the best possible care available.

This program has been a critical component of healthcare for so many

Michiganders, and I hope to work with my colleagues to ensure its continued success, especially as it faces new challenges that could threaten its efficacy in the future.

As the COVID-19 pandemic has shown us, reliable access to care, along with the availability of prescription drugs and specialist medical treatments, is more important than ever.

Our rural and remote providers will continue to do everything in their power to provide top-of-the-line care to our patients. In turn, Congress must continue to address those rural health priorities.

POTENTIAL GUN VIOLENCE LEGISLATION

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

Mr. GOOD of Virginia. Madam Speaker, it is disappointing to see Republicans in the Senate ready to make a deal that will do nothing except slide us down the slippery slope toward gun registration and confiscation.

The gun deal being contemplated in the Senate will do nothing to stop criminals intent on doing harm. This is just another surrender by uniparty RINOs. This will do nothing to satisfy the radical left that wants, again, registration and confiscation.

Why not do something that would truly reduce violent crime in blue cities where there are hundreds of shootings every weekend? Why not support our police, prosecute criminals, end no-cash bail, harden our schools, and do something that will actually make a difference in reducing the deaths by violent crime in this country?

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 2 o'clock and 13 minutes p.m.), the House stood in recess.

□ 1501

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. BUTTERFIELD) at 3 o'clock and 1 minute p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

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

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

ADVANCED AVIATION INFRA- STRUCTURE MODERNIZATION ACT

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6270) to direct the Secretary of Transportation to establish a pilot program to provide grants related to advanced air mobility infrastructure, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6270

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

SECTION 1. SHORT TITLE.

This Act may be cited as the "Advanced Aviation Infrastructure Modernization Act" or the "AAIM Act".

SEC. 2. ADVANCED AIR MOBILITY INFRASTRUCTURE PILOT PROGRAM.

(a) ESTABLISHMENT.—Not later than 180 days after the date of enactment of this Act, the Secretary shall establish a pilot program to provide grants that—

(1) assist an eligible entity to plan for the development and deployment of infrastructure necessary to facilitate AAM operations in the United States; and

(2) make funding available for costs directly related to construction of public-use vertiports or associated infrastructure.

(b) PLANNING GRANTS.—

(1) IN GENERAL.—The Secretary shall provide grants to eligible entities to develop comprehensive plans under paragraph (2) related to AAM infrastructure.

(2) COMPREHENSIVE PLAN.—

(A) IN GENERAL.—Not later than 1 year after receiving a grant under this subsection, an eligible entity shall submit to the Secretary a comprehensive plan in a format that may be published on the website of the Department of Transportation.

(B) PLAN CONTENTS.—The Secretary shall establish content requirements for comprehensive plans submitted under this subsection, which may include the following:

(i) The identification of planned or potential public-use or private-use vertiport locations.

(ii) A description of infrastructure necessary to support AAM operations.

(iii) A description of types of planned or potential AAM operations.

(iv) The identification of physical and digital infrastructure required to meet the standards for vertiport design and performance characteristics established by the Federal Aviation Administration (as in effect on the date on which the Secretary issues a grant to an eligible entity), including modifications to existing infrastructure and ground sensors, electric charging and other fueling requirements, electric utility requirements, wireless and cybersecurity requirements, and other necessary hardware or software.

(v) A description of potential environmental effects of planned construction or siting of public-use vertiports, including efforts to reduce the adverse effects of potential aviation noise.

(vi) A description of how planned public-use or private-use vertiport locations, including new or repurposed infrastructure, fit into existing State and local transportation systems and networks, including—

(I) connectivity to existing public transportation hubs and intermodal and multimodal facilities;

(II) opportunities to create new service to areas underserved by air transportation, without compromising safety and efficiency of other facilities and airspace users; and

(III) any potential conflicts to existing aviation infrastructure that may arise from the proposed location of the vertiport.

(vii) A description of how public-use vertiport planning will be incorporated in State or metropolitan planning documents.

(viii) The identification of the process an eligible entity will undertake to ensure an adequate level of community engagement for planned public-use vertiport locations and planned or anticipated AAM operations, including engagement with underserved communities, individuals with disabilities, and racial and ethnic minorities, to address equity of access and other priorities.

(ix) The identification of the actions necessary for an eligible entity to undertake the construction of public-use vertiports, such as planning studies to assess existing infrastructure, environmental studies, studies of projected economic benefit to the community, lease or acquisition of an easement or land for new infrastructure, and activities related to other capital costs.

(x) The identification of State, local, or private sources of funding an eligible entity may use to assist with the construction or operation of a public-use vertiport.

(3) APPLICATION.—To apply for a grant under this subsection, an eligible entity shall provide to the Secretary an application in such form, at such time, and containing such information as the Secretary may require.

(4) SELECTION.—

(A) IN GENERAL.—In awarding grants under this subsection, the Secretary shall consider the following:

(i) Geographic diversity.

(ii) The need for comprehensive plans that—

(I) ensure the safe integration of AAM operations into the National Airspace System;

(II) improve transportation safety, connectivity, access, and equity in both rural and urban regions in the United States;

(III) leverage existing public transportation systems and intermodal and multimodal facilities;

(IV) reduce surface congestion and the environmental impacts of transportation;

(V) grow the economy and create jobs in the United States; and

(VI) encourage community engagement when planning for AAM related infrastructure.

(B) PRIORITY.—The Secretary shall prioritize awarding grants under this subsection to eligible entities that partner with commercial AAM entities, institutions of higher education, research institutions, or other relevant stakeholders to develop and prepare a comprehensive plan.

(5) GRANT AMOUNT.—Each grant made under this subsection shall be made in an amount that is not more than \$1,000,000.

(6) BRIEFING.—

(A) IN GENERAL.—Not later than 180 days after the first comprehensive plan is submitted under paragraph (2), and every 180 days thereafter, the Secretary shall provide a briefing to the appropriate committees of Congress on the comprehensive plans submitted to the Secretary under such paragraph.

(B) CONTENTS.—The briefing required under subparagraph (A) shall include—

(i) an evaluation of all planned or proposed public-use vertiport locations included in the comprehensive plans submitted under paragraph (2) and how such planned or proposed public-use vertiport locations may fit into the overall United States transportation system and network; and

(ii) a description of lessons or best practices learned through the review of comprehensive plans and how the Secretary will