

don't trust the Department of Justice. We are losing faith in our institutions because the people do not see accountability. They don't see a fair system of justice. They see a two-tiered system of justice.

It is frightening. You cannot maintain a Constitutional republic if the people do not trust the system of justice. They don't believe it is fair. They don't believe that they are going to get a fair shake, that every American, regardless of who they are, is going to have equal justice under law. That is the threat right now. There is nothing more serious than that.

Mr. Speaker, we will pursue the truth, and we will follow it wherever it leads and try to return that accountability to the people.

Mr. Speaker, I end the Special Order hour here, and I yield back the balance of my time.

The SPEAKER pro tempore. Members are reminded to refrain from engaging in personalities toward the President.

SOLIDARITY WITH UAW

The SPEAKER pro tempore. Under the Speaker's announced policy of January 9, 2023, the gentlewoman from Washington (Ms. JAYAPAL) is recognized for 60 minutes as the designee of the minority leader.

GENERAL LEAVE

Ms. JAYAPAL. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and submit extraneous material in the RECORD.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Washington?

There was no objection.

Ms. JAYAPAL. Mr. Speaker, we have seen workers standing up to corporate greed and fighting for better rights on the job, good benefits, and fair wages.

Today, our Congressional Progressive Caucus Special Order hour is devoted to this topic and to our solidarity with striking workers at UAW plants across the country.

This week, the United Auto Workers authorized a strike. As a long-term organizer myself, and as the chair of our 103-member strong Congressional Progressive Caucus, a caucus that has been at the center of championing labor issues, I am proud to stand in solidarity with the nearly 150,000 United Auto Workers across the country.

Let me start today by thanking all the workers who have had the courage to organize, the courage to use their collective power to stand up for better pay, cost-of-living adjustments, increased job security, and many other critical benefits that they deserve to live with dignity.

Unionization is fundamentally about workplace democracy, about the engagement and the priorities of workers; your benefits, your hours, your pay, your priorities. Nobody tells you what

those are except the workers themselves.

UAW workers are showing us what it means to have collective power to stand together and to demand better.

Over the last decade, CEOs at the Big Three automakers have seen their salaries skyrocket by 40 percent, and these companies have made close to \$250 billion in profits over the last decade.

Let me just say that again: A quarter of a trillion dollars in profit for these three automakers, while workers in the auto manufacturing industry have actually seen their wages drop by more than 20 percent when adjusted for inflation.

Just listen to these numbers.

At Ford, the CEO makes 281 times that wage of the median worker.

At General Motors, the ratio is 362 to 1, and at Stellantis, which makes Chrysler, Jeep, and Ram, the ratio is 365 to 1.

Do these CEOs work hundreds of times harder than their lowest paid workers?

The answer is, there is nothing at these companies without the workers. There would be no profits without these workers. Why is it that they cannot share in the profits in an equitable way?

It is workers who have built the successes of these companies and led them to these record profits. Yet, these same workers have reported being forced to work 12-hour shifts for 90 days straight without a single day off. That is just unconscionable.

It is unacceptable for these CEOs to be raking in multimillion-dollar salaries while their workers are forced to strike for the pay raises and the benefits they should be entitled to.

□ 1515

UAW has been clear about their demands for months. We are in this situation because the Big Three automakers, their CEOs, have refused to even come to the table in meeting workers' demands halfway. These companies need to come to the bargaining table in good faith. They cannot expect workers to continue working unreasonable hours without job security to make cars that they cannot even buy.

In spite of the failure of the Big Three to grant workers' demands, the unionization movement is not slowing down. When their contract expired on Thursday, September 14, UAW president Shawn Fain announced initial strikes at three plants that include nearly 13,000 workers. Still awaiting a fair contract, a new strike deadline of this Friday, September 22, at noon has been announced if Ford, General Motors, or Stellantis haven't made progress toward a new agreement.

Many of these CEOs frame UAW's demands as unreasonable, but let me be clear about something. Labor costs make up only about 5 percent of the costs that goes into a vehicle. These companies could raise worker wages to the levels they are asking without rais-

ing costs to consumers and still rake in billions in profits.

Let's not forget who stepped up and sacrificed during the recession. These companies actually got billions of dollars in taxpayer bailouts, and auto-workers were the ones who took life-changing cuts to benefits and wages just to keep the industry alive because they cared about that industry.

For the Big Three, this is a huge opportunity to lead and to repay the American taxpayers and the auto-workers who made the sacrifices to keep those companies afloat.

These big corporations should be standing with instead of against the very workers who built their companies from the bottom up, and any management that says otherwise does not understand what workplace democracy means.

It is clear that President Biden understands what is at stake. He just recently said—and it is quite unprecedented for a President to say this—the Big Three “should go further to ensure record corporate profits mean record contracts for the UAW.”

We agree. House Democrats in the Congressional Progressive Caucus understand this, too. That is why we in the House have passed the PRO Act multiple times, despite it dying in the Senate because of a Jim Crow legacy filibuster.

That is why we are bringing manufacturing union jobs to America in every corner of this country. Unions keep our economy strong. They protect our workers. The power to come together and organize is so important, and it is a right that I will always defend in Congress.

As workers at UAW and other unions across the country push for fair pay and better benefits, we at the Congressional Progressive Caucus, we in the Democratic Caucus, will be standing with them in solidarity today, tomorrow, and forever.

Mr. Speaker, I yield to the gentlewoman from New York (Ms. MENG), who has been a champion for labor issues and of justice in general.

Ms. MENG. Mr. Speaker, I rise today to stand in solidarity and speak in support of our autoworkers who are currently on strike.

Working men and women are the backbone of this Nation, and their desire for job security, for fair wages, and to simply be treated fairly is something that every working individual deserves.

During the 2008 great financial crisis, these workers sacrificed pay and benefits during a time of desperation to help keep their companies afloat. Now, long after these corporations have bounced back, they are making record profits that they refuse to share with their own workers. That is unacceptable and wrong.

These workers have ensured that key industries that make our country run stay functioning. In return for the billions that they have generated, all

they want are wages and benefits commensurate with their company's success. That seems fair to me.

I am proud to stand alongside the thousands of autoworkers that this contract covers, and I hope an agreement is reached soon.

Ms. JAYAPAL. Mr. Speaker, I yield to the gentlewoman from Michigan (Mrs. DINGELL), a member of the Congressional Progressive Caucus executive board who has really been on the front lines of this fight, who has been telling us for months that we need to pay attention to this, and who has been fighting at every turn for workers.

Mrs. DINGELL. Mr. Speaker, I rise today to stand in solidarity with our UAW workers. I have seen many negotiations in my lifetime, but these are the most important I have ever witnessed, and I am likely to, in my career.

The industry is at a crossroads, and quite frankly, the domestic auto industry's future is at stake.

We must manufacture electric vehicles here in America to stay at the forefront of innovation and technology in the world. We are competing in a global marketplace, and these workers are critical to it. They are the backbone of the American economy.

This is not a talking point moment. This is where the rubber is meeting the road.

Too many people are trying to make this an either/or, that you can protect the environment or you can protect the worker, but you can't do both. We can and must do both.

There are a lot of important issues on the table right now, but let's talk about the autoworkers. This industry was near bankruptcy in 2008 and 2009, quite frankly, because of poor management decisions. Nobody wanted to see the auto industry go bankrupt, so the workers stepped up and said they will give up their cost-of-living adjustment to help save this industry.

In reality though, it is 2023, and those workers' wages in real terms are 10 percent less than what they were making in 2008 and 2009. They just want their wages to keep up with inflation.

Workers need to be able to support their families. I have talked to these workers. I am in their halls. I am not just going because suddenly there is a strike. I am in a union hall every single weekend. These workers are working overtime shifts just to support their families.

It is not fair that someone is a temporary worker for 8 to 10 years and is not making benefits. It is not right that someone is on the line doing the exact same job somebody else is doing but being paid less because they are a different tier.

Everybody in our country benefits when our workers are paid well and paid their value. Autoworkers deserve a decent wage and benefits. By the way, when they do well, it raises all people's wages.

We cannot forget that there are many things that we enjoy today, like

a 40-hour workweek, benefits, sick days, pensions, nurse-to-patient ratios, teacher-to-student ratios, safe working conditions, that were negotiated by a union so that we would all benefit.

I want a competitive auto industry. I am not going to let China or any other country beat us. I am going to work hard for a competitive auto industry. We need to make sure, as the industry goes through this transition, that we are protecting the workers, that their livelihoods are safe and they are not left behind.

Ms. JAYAPAL. Mr. Speaker, before the gentlewoman leaves, I would engage in a colloquy with her for a couple of minutes.

I know she has been on the picket lines with workers. She has talked to striking workers. Can she tell us some of what she is hearing about what people have been giving up, just in terms of their own security, their own ability to take care of their families?

Mrs. DINGELL. Will the gentlewoman yield?

Ms. JAYAPAL. I yield to the gentlewoman from Michigan.

Mrs. DINGELL. Mr. Speaker, as I said, the workers were telling me in the halls this weekend how much overtime they have been working just to keep up, but there also have been chemical spills that are happening in nonunion plants. We have to talk to the occupational health and safety people about what is happening. There are people who are worried.

I mean, there really are workers who have been temporary, so they are getting paid, but they are not getting any benefits. There are a lot of issues.

By the way, they don't want to see the companies destroyed. They need a competitive auto company so their jobs are safe. What they want is just to be paid a fair wage for the work that they are doing.

Ms. JAYAPAL. Mr. Speaker, I thank the gentlewoman so much for her leadership, and I thank her for sharing that.

I think it is really important to remember that these are the workers who actually saved the auto industry by giving up defined benefit pension plans, by giving up salary increases, wage increases, benefit increases at that very time when we needed them to because they care so much about making sure that we have a competitive auto industry. I know that that has been everything that the gentlewoman has worked for, as well.

Mr. Speaker, I yield to the gentlewoman from Illinois (Mrs. RAMIREZ), who is also on our executive board for the Congressional Progressive Caucus and also has been a champion for workers and for justice throughout her career. We are so delighted she is now here in Congress to do that work.

Mrs. RAMIREZ. Mr. Speaker, today, earlier in committee, we were talking about the economy and talking about numbers, so I want to continue the conversation on numbers.

Approximately \$25 million, that is the amount reported that was earned by the Stellantis CEO in 2022, which is a 77 percent increase over the former CEO's salary in 2019.

Nearly \$21 million is the reported earnings of the Ford CEO, and that was up 21 percent from the salary of the former CEO in 2019.

Approximately \$30 million is the paycheck of General Motors' CEO, which is an increase of 34 percent compared to 2019.

Not long ago, a CEO defended their paycheck by saying, "Ninety-two percent of it is based on performance of the company."

You see, I, too, believe that when a company does great financially, the ones who worked to make it a reality should see the fruits of their efforts.

When we say that a record-high salary raise is due to the record-high performance of a company, we should ask ourselves: How was that performance made possible?

The truth is that there is only one answer. The answer is that nearly 150,000 United Auto Workers who are out on the streets today urging these companies for parity are the reason for this performance. They are urging their companies for their earned benefits. They are urging their companies for stronger protection and a place in the industry's future, the clean energy economy.

Mr. Speaker, as the proud daughter of hardworking immigrant parents who worked long hours at minimum wage jobs—my mother still today a home care worker—which they did just to put food on our table, a roof over our heads, and keep the lights on, it is my honor to stand here in full support of UAW workers and every single worker fighting for their future. Workers are the backbone of our middle class and our economy, and we know that when they thrive, we all thrive.

Time and time again, workers are demonstrating to us that the power we hold when we come together to bargain for better wages, benefits, and working conditions is a benefit for all of us. I know that we will succeed again.

Today, I stand with autoworkers in their fight to secure the contract that they deserve. It is time that we give our autoworkers the parity and support they need and have already earned.

Know that in me you will always find someone who stands ready to protect and support all workers' rights to fair wages, safe and dignified working conditions, universal healthcare, and democracy in the workplace. It is what the Congressional Progressive Caucus stands for. It is what I stand for. It is why I am so honored to be able to speak today in this Special Order hour.

Ms. JAYAPAL. Mr. Speaker, I yield to the gentleman from California (Mr. DESAULNIER), a colleague who serves on the Education and the Workforce Committee with me and has been, again, at the forefront of championing labor issues.

□ 1530

Mr. DESAULNIER. Mr. Speaker, today, I stand in solidarity with my colleagues and the 150,000 members of the United Auto Workers fighting for fair pay and safer working conditions. In high cost-of-living areas, like the area I represent, the bay area, cost-of-living adjustments are necessary to ensure that workers have a livable standard in their community with their job.

Over the past decade, the Big Three automakers almost doubled their profits, much of it with the help from the United States Government. These profits totaled \$250 billion. The CEOs' pay increased almost 40 percent just in the last 4 years. Unfortunately, pay for the workers hasn't come near to following suit. Though the strikes are currently ongoing in three States, their outcome will have impacts on and provide benefits to the quality of life for autoworkers across the country.

As a member of both the House Committee on Transportation and Infrastructure and the Committee on Education and the Workforce, I am especially aware of the implications these negotiations will have on the electric vehicle transition. As a former union member myself, I believe we need to ensure strong labor protections for this new and fast-growing industry which provides a historic opportunity to both support workers and provide for a just and sustainable economic transition.

I thank the UAW members for their sacrifice and their commitment. I thank them nationwide for standing up for what is right, and what is right not just for their members but for the future of this country.

Ms. JAYAPAL. Mr. Speaker, I thank Representative DESAULNIER for his comments.

Mr. Speaker, I yield to the gentlewoman from New York (Ms. VELÁZQUEZ), the ranking member of the Small Business Committee and a member of the Congressional Progressive Caucus executive board, somebody who has truly seen around the world the plight of workers and the need for justice.

Ms. VELÁZQUEZ. Mr. Speaker, I rise today in solidarity with UAW members across the country fighting for a fair contract.

As we stand here today, over 12,000 autoworkers are striking in Michigan, Missouri, and Ohio. Over 100,000 more UAW stand ready to do what is necessary to secure better wages, benefits, and working conditions. Their priorities are not extreme.

In the past decade, the Big Three automakers made an astronomical \$250 billion in profits. During that same time, CEO pay at these companies has increased 40 percent while workers' wages have increased only 6 percent. These record profits were built on the backs of workers.

Today, UAW members are demanding that they receive their fair share of this record windfall. This is not extreme. It is what these workers are entitled to.

The Big Three automakers must recognize this and negotiate with UAW in good faith to resolve the standoff with justice and fairness.

Ms. JAYAPAL. Mr. Speaker, I will take a minute, just in case anybody who is out there listening has been interested in the concept of strikes.

I think it is important to say that striking is not an inherently bad or inherently good thing. It is not a failure of our system. In fact, it is a tool that is used to rebalance power between employers and workers.

Employers don't have any right to pay unsustainable wages. They don't have any right to put forward unsustainable benefits. They don't have a right to keep families unstable by filling their workforce with workers that they just name as temporary, even though sometimes they work for 8 or 10 years. They don't have any right to put the burden of a worker's retirement on families or on governments, particularly when so many of these autoworkers have spent generations working for these companies and building these companies. Employers have no such rights.

Striking is actually the noble way that workers can reset the power dynamic so that they and their families can get what they deserve. They make the decision to strike very soberly. If you listen to many of the autoworkers that are on the picket lines today, they talk about how they have been saving, preparing for this moment. They have not been going to movies. They have not been spending on things that they might otherwise spend on, because they know that in striking, what they are doing is fighting not only for their wages and benefits and working conditions, they are actually fighting for the wages, the benefits, and the working conditions of generations of workers to come, perhaps even their sons, their daughters, their children, their grandchildren, to be able to have good jobs.

I think that is a really important thing to think about. For us, our job, I think, is as a community of those workers to support that decision, especially when inequality is hurting our society so badly.

Here in Congress, I think our job as Members of Congress is to make sure that we strengthen the right to collectively bargain and to organize, to make sure that workers have that power, to work with management.

In many parts of the world, it is not an adversarial relationship, and it is not an adversarial relationship because both management and workers understand that a company can do better when management supports workers, when workers are paid well. Of course, by the way, when workers' wages go up, they spend more. When they spend more, their communities do better, their businesses do better, and everyone does better.

The tragedy of the last many decades really, accompanied by policy that has forced these changes, is that trickle-

down economics doesn't work. What actually happens in trickle-down economics is a few people at the very top get rich and everybody else loses out. That is why we have the highest inequality in our country in half a century. It is why not just income inequality, but wealth inequality is at its highest. It is why in the wealthiest country in the world, we have 130 million people who are poor and low wage.

When workers are striking, it is a reflection, a consequence of bad policy choices that have not furthered the goal of equity and equality and fairness, and it is also a rebalancing of power.

I was interested, so as I was thinking about this Special Order hour, I looked up how many strikes we have seen recently. Just since the beginning of this year, there have been 247 strikes so far that involve 341,000 workers.

When you look at what has happened out of some of the big contracts we have seen, from the port contracts to the graduate students and the research students in my home State of Washington, the UPS workers, what you are finally seeing with collective bargaining is the ability to move wages in the right direction. Of course, if that doesn't happen, then the tool of a strike is always on the table as a way to force people to listen to the demands of workers.

I think today, as we think about the situation that we are in, everybody understands how important the auto industry is to us in this country. We all understand that we have competition from other countries around the world and that the way that we are going to make sure that we keep our industry strong is to bring back manufacturing to the United States. That is exactly what Democrats and President Biden have been pushing for with the bipartisan infrastructure bill, with the Inflation Reduction Act, with all of the bills that we have passed, with the CHIPS and Science Act.

The reality is that we are trying to bring back jobs to the United States and to make sure that they are good union jobs. Unfortunately, there are people who are cynically using the UAW strike to try to say that they stand up for workers, like our former President. He is saying that he is going to go to Michigan, he is going to suddenly appear to speak to the autoworkers. I would just remind anybody who is watching that under the former President, we lost hundreds of thousands of jobs that were offshored. We didn't make the American economy more competitive. We didn't bring back good union jobs.

In fact, my colleagues across the aisle have opposed us almost unanimously. We have some Republicans who have stuck with us on the PRO Act to advance collective bargaining. We have tried to move forward increases to the minimum wage. We have done all of the things on the Democratic side with very little, if any, Republican support, depending on the bill,

to make sure that we are strengthening the middle class and the bottom, creating a bottom-up and middle-out economy that benefits all of us.

Nobody is against people earning profits. What is wrong is to earn those profits at the cost of the workers who actually make those profits for you. That is wrong. That is why we are so proud to stand in solidarity with the autoworkers, with the United Auto Workers.

We thank the president, Shawn Fain for his strength of negotiating and for his clarity of vision, for his moral call for everybody to do better, because when everybody does better, everybody does better. When only a few people at the very top do better, everyone suffers.

Mr. Speaker, I hope that the striking autoworkers across the country know that the Congressional Progressive Caucus and that House Democrats stand with them in this very difficult time. We promise that we will continue to protect workers, to protect collective bargaining, to expand collective bargaining, and to make sure that workers everywhere enjoy the rights and the dignity that they deserve.

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

ADJOURNMENT

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

The motion was agreed to; accordingly (at 3 o'clock and 42 minutes p.m.), under its previous order, the House adjourned until tomorrow, Thursday, September 21, 2023, at 9 a.m.

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:

Mr. WESTERMAN: Committee on Natural Resources. H.R. 615. A bill to prohibit the Secretary of the Interior and the Secretary of Agriculture from prohibiting the use of lead ammunition or tackle on certain Federal land or water under the jurisdiction of the Secretary of the Interior and the Secretary of Agriculture, and for other purposes; with an amendment (Rept. 118-203, Pt. 1). Referred to the Committee of the Whole House on the state of the Union.

Mr. WESTERMAN: Committee on Natural Resources. H.R. 1245. A bill to direct the Secretary of the Interior to reissue a final rule relating to removing the Greater Yellowstone Ecosystem population of grizzly bears from the Federal list of endangered and threatened wildlife, and for other purposes (Rept. 118-204). Referred to the Committee of the Whole House on the state of the Union.

Mr. WESTERMAN: Committee on Natural Resources. H.R. 1726. A bill to require the Secretary of the Interior to partner and collaborate with the Secretary of Agriculture and the State of Hawaii to address Rapid Ohia Death, and for other purposes; with an amendment (Rept. 118-205, Pt. 1). Referred to the Committee of the Whole House on the state of the Union.

Mr. WESTERMAN: Committee on Natural Resources. H.R. 764. A bill to require the Sec-

retary of the Interior to reissue regulations removing the gray wolf from the list of endangered and threatened wildlife under the Endangered Species Act of 1973 (Rept. 118-206). Referred to the Committee of the Whole House on the state of the Union.

Ms. FOXX: Committee on Education and the Workforce. H.R. 5110. A bill to amend the Elementary and Secondary Education Act of 1965 to clarify that the prohibition on the use of Federal education funds for certain weapons does not apply to the use of such weapons for training in archery, hunting, or other shooting sports; with an amendment (Rept. 118-207). Referred to the Committee of the Whole House on the state of the Union.

DISCHARGE OF COMMITTEE

Pursuant to clause 2 of rule XIII, the Committee on Agriculture discharged from further consideration. H.R. 1726 referred to the Committee of the Whole House on the state of the Union.

Pursuant to clause 2 of rule XIII, the Committee on Agriculture discharged from further consideration. H.R. 615 referred to the Committee of the Whole House on the state of the Union.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions of the following titles were introduced and severally referred, as follows:

By Ms. MCCLELLAN (for herself and Ms. MACE):

H.R. 5581. A bill to amend the Social Security Act to authorize grants for demonstration projects to support mothers and families during pregnancy, childbirth, and the postpartum period by increasing access to short-term child care, and for other purposes; to the Committee on Ways and Means.

By Mr. BARR (for himself, Mr. BERA, Mr. DESJARLAIS, Mr. COHEN, and Mr. MCGARVEY):

H.R. 5582. A bill to provide for white oak restoration, and for other purposes; to the Committee on Agriculture, and in addition to the Committees on Natural Resources, and Education and the Workforce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Ms. BROWNLEY (for herself and Mr. CLEAVER):

H.R. 5583. A bill to establish an advisory panel to study the development of a climate-friendly certification for agricultural products, and for other purposes; to the Committee on Agriculture.

By Mr. BURGESS:

H.R. 5584. A bill to amend title XIX of the Social Security Act to provide clarification with respect to the liability of third party payers for medical assistance paid under the Medicaid program, and for other purposes; to the Committee on Energy and Commerce.

By Mr. CISCOMANI (for himself, Ms. DE LA CRUZ, Mr. TONY GONZALES of Texas, Mr. DONALDS, Mr. GIMENEZ, Mr. HIGGINS of Louisiana, and Mr. LANGWORTHY):

H.R. 5585. A bill to impose criminal and immigration penalties for intentionally fleeing a pursuing Federal officer while operating a motor vehicle; to the Committee on the Judiciary.

By Ms. CLARKE of New York (for herself and Mr. IVEY):

H.R. 5586. A bill to protect national security against the threats posed by deepfake technology and to provide legal recourse to victims of harmful deepfakes; to the Committee on the Judiciary, and in addition to

the Committees on Energy and Commerce, and Homeland Security, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Ms. CRAIG:

H.R. 5587. A bill to reduce the annual rate of pay of Members of Congress if a Government shutdown occurs during a year, and for other purposes; to the Committee on House Administration, and in addition to the Committee on Oversight and Accountability, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Ms. DEAN of Pennsylvania (for herself, Mr. EVANS, Ms. MOORE of Wisconsin, Ms. PRESSLEY, Mrs. HAYES, Mrs. PELTOLA, Ms. CROCKETT, Ms. ROSS, Mrs. CHERFILUS-MCCORMICK, Ms. ESCOBAR, and Mr. MULLIN):

H.R. 5588. A bill to amend the Higher Education Act of 1965 to provide for deferment on the repayment of loans for borrowers who are victims of sex-based harassment, and for other purposes; to the Committee on Education and the Workforce.

By Ms. DELAULO (for herself, Mr. VALADAO, Ms. ADAMS, and Mr. NEGUSE):

H.R. 5589. A bill to provide fresh produce to individuals facing food and nutrition insecurity, and for other purposes; to the Committee on Agriculture.

By Mr. DONALDS (for himself, Mr. NORMAN, Ms. HAGEMAN, Mr. MOYLAN, Ms. MACE, Mrs. BOEBERT, and Mr. OGLES):

H.R. 5590. A bill to require an officer or employee of the Federal Government who is required by law to appear on a regular basis to give oral testimony at a hearing of a committee of Congress to remain at the hearing until each member of the committee has been provided with the opportunity to question the officer or employee; to the Committee on Oversight and Accountability, and in addition to the Committee on Rules, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Ms. FOXX:

H.R. 5591. A bill to establish a direct spending safeguard limitation on any direct spending program without a specific level of authorized spending, and for other purposes; to the Committee on the Budget.

By Mr. ROBERT GARCIA of California (for himself and Mr. BLUMENAUER):

H.R. 5592. A bill to prohibit the use of Federal funds from preventing a State from implementing their own laws with respect to psilocybin; to the Committee on Energy and Commerce, and in addition to the Committee on the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. HIGGINS of New York (for himself and Mr. WESTERMAN):

H.R. 5593. A bill to amend the Trade Act of 1974 to exempt from the Generalized System of Preferences certain tire articles, and for other purposes; to the Committee on Ways and Means.

By Mrs. HINSON (for herself and Mr. FEENSTRA):

H.R. 5594. A bill to amend title 18, United States Code, to establish a 5-year post-employment ban on lobbying by former senior executive branch personnel and to prohibit such personnel from lobbying at any time on behalf of foreign governments or entities controlled by foreign governments, and for