

higher disease burden and longer lifespan women visit healthcare professionals more often than men. The World Economic Forum found that the average working woman in the US spends 18% more on healthcare costs than men every year. Yet, sex-specific research is still lacking.

Men and women have physiological differences that can affect medical care. Biological sex influences physical, physiological, hormonal, metabolic and cellular functions. This means that men and women are likely to experience different outcomes from medicine and medical devices. The information we have about medicine today is mostly based on research on male bodies. Without sex specific research women will be more likely to receive improper health care.

Lack of women's healthcare research results in poorer treatment outcomes for women. A 2020 study from UC Berkeley and the University of Chicago have found that women experience negative effects from medications twice as much as men. The inadequate testing in clinical trials leads to more misdiagnosing and ineffective treatment. This is why the research gap for women's health needs to be addressed.

Clinical trials should be designed with both men and women in mind. Creating targeted policy that can broaden the inclusion of women in clinical trials, and designing more trials with women in mind will greatly benefit in closing the research gap. Then we can have more sex-specific data and be able come up with more effective treatments for women. Together we can close the women's health research gap and create better healthier lives for half of our population.

ANDREW WALSH, ESSEX HIGH SCHOOL, JUNIOR

Atmospheric carbon dioxide levels have been rising since the industrial revolution, causing worse natural disasters like floods, blizzards, and fires. Human activity is the leading cause of climate change, and there are many actions we can take to limit its effects. Many actions that reduce carbon emissions, like purchasing sustainable food, clothing, and transportation, come at higher costs than conventional alternatives. For millions of Americans, this added cost is a financial barrier, not just an inconvenience. Sustainable living can't be only accessible to those who can afford it. Until we make sustainability accessible to everyone, the United States won't be able to slow down the effects of climate change.

A 2025 MarketWatch Guides Financial Success Survey showed that 57% of Americans live paycheck to paycheck, meaning more than half the country has little to no financial flexibility. Necessities like food and housing already take up most of these households' income, making sustainable options out of reach. When people are struggling to afford everyday survival, asking them to pay more for sustainable alternatives is unrealistic.

Sustainable products cost more than their conventional alternatives because of sourcing, certifications, and limited demand. On average, sustainable food is 20-30% more expensive than conventional options, electric cars are 15-20% more expensive than gas cars, and fair-trade clothes can cost over three times as much as fast-fashion alternatives. For households already struggling financially, these price differences make sustainable choices inaccessible.

Recent national policy decisions have further increased the burden on low-income households. The 2025 One Big Beautiful Bill Act reduced funding for healthcare and food assistance while subsidizing fossil fuels and reducing clean energy incentives. As a result, households already facing financial and health challenges have even fewer resources

to put towards sustainable alternatives. This demonstrates how climate policy that ignores economic inequality can unintentionally exclude millions of Americans. Vermont's Climate Action Plan shows addressing affordability and sustainability together enables progress, but we need a national solution.

I propose a federal bill that subsidizes sustainable goods for households based on income. The program would cover a percentage of the cost for sustainable food, electric vehicles, and ethically sourced clothing, based on household income with the greatest support going to households with the least financial flexibility. Lowering the upfront cost of sustainability would allow people living paycheck to paycheck to participate in climate action without sacrificing their basic needs. Making sustainable choices affordable is essential if climate policy is to include the entire country.

Sustainability cannot be a luxury reserved for the privileged. The United States can create a fairer system that allows all Americans to contribute to fighting climate change by removing financial barriers. Making sustainable living accessible is the only way to limit the effects the United States has on climate change. If we want real progress, we must make sure no one is left behind.●

MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Ms. Holstead, one of his secretaries.

EXECUTIVE MESSAGES REFERRED

As in executive session the Presiding Officer laid before the Senate messages from the President of the United States submitting sundry nominations which were referred to the Committee on Armed Services.

(The messages received today are printed at the end of the Senate proceedings.)

PRESIDENTIAL MESSAGE

REPORT OF THE CONTINUATION OF THE NATIONAL EMERGENCY THAT WAS ORIGINALLY DECLARED IN EXECUTIVE ORDER 12957 OF MARCH 15, 1995, WITH RESPECT TO IRAN—PM 53

The PRESIDING OFFICER laid before the Senate the following message from the President of the United States, together with an accompanying report; which was referred to the Committee on Banking, Housing, and Urban Affairs:

To the Congress of the United States:

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, within 90 days prior to the anniversary date of its declaration, the President publishes in the *Federal Register* and transmits to the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent to

the *Federal Register* for publication the enclosed notice stating that the national emergency with respect to Iran that was declared on March 15, 1995, is to continue in effect beyond March 15, 2026.

The actions and policies of the Government of Iran continue to pose an unusual and extraordinary threat to the national security, foreign policy, and economy of the United States. Therefore, I have determined that it is necessary to continue the national emergency declared in Executive Order 12957 with respect to Iran and to maintain in force comprehensive sanctions against Iran to respond to this threat.

DONALD J. TRUMP.

THE WHITE HOUSE, March 2, 2026.

MEASURES READ THE FIRST TIME

The following bill was read the first time:

S. 3977. A bill to amend title 11, United States Code, to modify certain bankruptcy eligibility requirements, and for other purposes.

EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, and were referred as indicated:

EC-2858. A communication from the General Counsel, Farm Credit Administration, transmitting, pursuant to law, the report of a rule entitled "General Provisions" (RIN3052-AD65) received in the Office of the President of the Senate on February 17, 2026; to the Committee on Agriculture, Nutrition, and Forestry.

EC-2859. A communication from the Chief, Office of Engineering and Technology, Federal Communications Commission, transmitting, pursuant to law, the report of a rule entitled "Unlicensed Use of the 6 GHz Band; Expanding Flexible Use in Mid-Band Spectrum Between 3.7 and 24 GHz" ((ET Docket No. 18-295) (GN Docket No. 17-183) (FCC 26-1)) received in the Office of the President of the Senate on February 24, 2026; to the Committee on Commerce, Science, and Transportation.

EC-2860. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment of Class C Airspace; South Bend, Michiana Regional Airport, South Bend, Indiana" ((RIN2120-AA66) (Docket No. FAA-2026-1851)) received in the Office of the President of the Senate on February 24, 2026; to the Committee on Commerce, Science, and Transportation.

EC-2861. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment of Class D, Class E2, Class E4, and Class E5 Airspace Over Patuxent River, Maryland" ((RIN2120-AA66) (Docket No. FAA-2025-5340)) received in the Office of the President of the Senate on February 24, 2026; to the Committee on Commerce, Science, and Transportation.

EC-2862. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of

Transportation, transmitting, pursuant to law, the report of a rule entitled "IFR Altitudes; Miscellaneous Amendments; Amdt. No. 590" ((RIN2120-AA63) (Docket No. 31651)) received in the Office of the President of the Senate on February 24, 2026; to the Committee on Commerce, Science, and Transportation.

EC-2863. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Bombardier Inc. Airplanes; Amendment 39-23263" ((RIN2120-AA64) (Docket No. FAA-2026-1327)) received in the Office of the President of the Senate on February 24, 2026; to the Committee on Commerce, Science, and Transportation.

EC-2864. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment of Class D and E Airspace; Miami, Florida" ((RIN2120-AA66) (Docket No. FAA-2025-1183)) received in the Office of the President of the Senate on February 24, 2026; to the Committee on Commerce, Science, and Transportation.

EC-2865. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Establishment and Amendment of Class E Airspace; South Bend, Indiana" ((RIN2120-AA66) (Docket No. FAA-2025-5136)) received in the Office of the President of the Senate on February 24, 2026; to the Committee on Commerce, Science, and Transportation.

EC-2866. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Establishment of United States Area navigation (RNAV) Routes Q-190 and T-497, and Amendment of Domestic Very High Frequency Omnidirectional Range (VOR) Federal Airways V-1, V-70, and V-194; Eastern United States; Correction" ((RIN2120-AA66) (Docket No. FAA-2025-0668)) received in the Office of the President of the Senate on February 24, 2026; to the Committee on Commerce, Science, and Transportation.

EC-2867. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment of Class E Airspace; Beeville, Texas" ((RIN2120-AA66) (Docket No. FAA-2025-5106)) received in the Office of the President of the Senate on February 24, 2026; to the Committee on Commerce, Science, and Transportation.

EC-2868. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Textron Aviation, Inc. (Type Certificate Previously Held by Cessna Aircraft Company) Airplanes; Amendment 39-23255" ((RIN2120-AA64) (Docket No. FAA-2025-5037)) received in the Office of the President of the Senate on February 24, 2026; to the Committee on Commerce, Science, and Transportation.

EC-2869. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Standard Instrument Approach Procedures, and Take-off Minimums and Obstacle Departure Procedures; Miscellaneous Amendments; Amend-

ment No. 4203" ((RIN2120-AA65) (Docket No. 31647)) received in the Office of the President of the Senate on February 24, 2026; to the Committee on Commerce, Science, and Transportation.

EC-2870. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Standard Instrument Approach Procedures, and Take-off Minimums and Obstacle Departure Procedures; Miscellaneous Amendments; Amendment No. 4204" ((RIN2120-AA65) (Docket No. 31648)) received in the Office of the President of the Senate on February 24, 2026; to the Committee on Commerce, Science, and Transportation.

EC-2871. A communication from the Assistant Director of Policy, Executive Office for Immigration Review, Department of Justice, transmitting, pursuant to law, the report of a rule entitled "Appellate Procedures for the Board of Immigration Appeals" (RIN1125-AB37) received in the Office of the President of the Senate on February 27, 2026; to the Committee on the Judiciary.

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second times by unanimous consent, and referred as indicated:

By Mr. CURTIS (for himself and Mr. LEE):

S. 3963. A bill to amend the Fair Labor Standards Act of 1938 to provide overtime compensation exceptions to employers of emergency medical technicians and paramedics in rural areas; to the Committee on Health, Education, Labor, and Pensions.

By Mr. SHEEHY (for himself and Mr. SCHIFF):

S. 3964. A bill to amend the Small Business Act to establish a goal for participation by small business concerns owned and controlled by veterans in procurement contracts, and for other purposes; to the Committee on Small Business and Entrepreneurship.

By Mr. BARRASSO (for himself, Mr. KELLY, Ms. ALSOBROOKS, Mr. BENNET, Ms. CORTEZ MASTO, Mr. DAINES, Mr. FETTERMAN, Mr. HAWLEY, Ms. KLOBUCHAR, Ms. LUMMIS, Mr. MORAN, Mr. OSSOFF, Mr. SCHATZ, and Ms. SMITH):

S. 3965. A bill to require the establishment and use of short form applications for rural communities applying for economic development grant programs, and for other purposes; to the Committee on Environment and Public Works.

By Mr. CRUZ (for himself, Mrs. GILLIBRAND, Mrs. BRITT, Mr. SCHMITT, and Mr. WELCH):

S. 3966. A bill to prohibit the enforcement of certain contractual clauses that restrict disclosure of sexual abuse of minors, and for other purposes; to the Committee on the Judiciary.

By Mr. BOOZMAN (for himself and Mr. KELLY):

S. 3967. A bill to establish a rural area digital infrastructure technology grant program, and for other purposes; to the Committee on Environment and Public Works.

By Mr. RICKETTS:

S. 3968. A bill to require the Government Accountability Office to study and recommend a definition for workforce housing; to the Committee on Banking, Housing, and Urban Affairs.

By Mr. RICKETTS:

S. 3969. A bill to direct the Comptroller General of the United States to conduct a

study that identifies options to remove barriers and improve housing for persons who are elderly or disabled; to the Committee on Banking, Housing, and Urban Affairs.

By Mr. RICKETTS:

S. 3970. A bill to exempt from the requirements of NEPA the provision of certain assistance for the construction or modification of residential housing on infill sites, and for other purposes; to the Committee on Environment and Public Works.

By Ms. ERNST (for herself and Mr. MARKEY):

S. 3971. A bill to extend the SBIR and STTR programs, and for other purposes; considered and passed.

By Mr. CRUZ (for himself, Mr. CORNYN, Mr. KELLY, and Mr. GALLEGRO):

S. 3972. A bill to modify a provision relating to adjustments of certain State apportionments for Federal highway programs, and for other purposes; to the Committee on Environment and Public Works.

By Mr. KENNEDY:

S. 3973. A bill to reauthorize the National Domestic Preparedness Consortium, and for other purposes; to the Committee on Homeland Security and Governmental Affairs.

By Ms. DUCKWORTH (for herself, Mr. MARKEY, and Ms. WARREN):

S. 3974. A bill to establish uniform accessibility standards for web content and applications of employers, employment agencies, labor organizations, joint labor-management committees, public entities, public accommodations, testing entities, and commercial providers, and for other purposes; to the Committee on Health, Education, Labor, and Pensions.

By Mr. YOUNG (for himself, Mr. BENNET, Mr. LANKFORD, Ms. CORTEZ MASTO, and Ms. CANTWELL):

S. 3975. A bill to amend the Internal Revenue Code of 1986 to allow charitable rollovers from individual retirement accounts to donor advised funds; to the Committee on Finance.

By Mr. MARKEY (for himself and Mr. MERKLEY):

S. 3976. A bill to interconnect the Electric Reliability Council of Texas to its neighbors, and for other purposes; to the Committee on Energy and Natural Resources.

By Mr. GRASSLEY (for himself, Mr. DURBIN, Mr. CORNYN, Mr. WHITEHOUSE, Mr. GRAHAM, and Mr. COONS):

S. 3977. A bill to amend title 11, United States Code, to modify certain bankruptcy eligibility requirements, and for other purposes; read the first time.

By Ms. SMITH (for herself, Mr. ROUNDS, and Mr. BALDWIN):

S. 3978. A bill to increase the Federal operating share for rural transit, and for other purposes; to the Committee on Banking, Housing, and Urban Affairs.

ADDITIONAL COSPONSORS

S. 645

At the request of Mrs. FISCHER, the name of the Senator from Texas (Mr. CORNYN) was added as a cosponsor of S. 645, a bill to award a Congressional Gold Medal, collectively, to the individuals and communities who volunteered or donated items to the North Platte Canteen in North Platte, Nebraska, during World War II from December 25, 1941, to April 1, 1946.

S. 942

At the request of Ms. ROSEN, the name of the Senator from New Hampshire (Mrs. SHAHEEN) was added as a cosponsor of S. 942, a bill to amend the