

the rest of the world, and we won't get rid of our classic cars.

Mr. Speaker, the Green New Deal is a proposal that should not be taken lightly. The Green New Deal would codify into law a one-size-fits-all government healthcare system, offer free college for all, and create a Federal job guarantee.

According to figures released by the American Action Forum, the Green New Deal would cost every household \$600,000 over 10 years.

The Green New Deal will implement the radical socialist utopian idea of Medicare for All, which would cost American taxpayers \$36 trillion over a 10-year period. That means it would be Medicare for no one. The cost it would impose on the taxpayers would be so unsustainable that the Medicare for All proposal, once again, would be blamed and be renamed Medicare for None.

The Green New Deal would cause harm to the American worker. This fact is even recognized by the AFL-CIO, which has come out strongly against the Green New Deal. They recognize that the only outcome of this bill is to take away good-paying jobs from their members and cause harm to their families.

The United States is currently undergoing an energy renaissance, as we talked about earlier, with natural gas leading the way. The natural gas industry has brought millions of jobs to this country and helped us reduce our carbon footprint in 3 straight years, starting in 2015.

Science shows that the Green New Deal will have a negligible impact on its stated goal of fighting climate change. In fact, the Green New Deal would actually cause climate change and emissions to worsen as energy production would leave the United States and go to countries like China and India that don't have the same environmental regulations and standards as the United States, producing more emissions in the process than if we did so cleanly and responsibly like we do here in the United States.

This legislation only stands to lower temperatures by 0.137 degrees Celsius by 2100, according to the same metrics used by the United Nations' Intergovernmental Panel on Climate Change.

This bill completely ignores the reality that the biggest sources of carbon dioxide are developing countries. The sponsors of the Green New Deal may say that the U.S. can become a leader

in exporting new renewable technologies in the developing world, but would a developing nation give up cheap and abundant energy in return for a more expensive form of energy, Mr. Speaker?

In fact, I quoted this Quillette article about how renewables can't fight climate change. Everyone who is engaged in a renewable-type energy sector has seen their energy portfolios go up three times—much more expensive—three times.

Mr. Speaker, the Western Caucus looks forward to contributing to the debate on this important subject, and I yield back the balance of my time.

ADJOURNMENT

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

The motion was agreed to; accordingly (at 8 o'clock and 41 minutes p.m.), under its previous order, the House adjourned until tomorrow, Tuesday, March 26, 2019, at 10 a.m. for morning-hour debate.

BUDGETARY EFFECTS OF PAYGO LEGISLATION

Pursuant to the Statutory Pay-As-You-Go Act of 2010 (PAYGO), Mr. YARMUTH hereby submits, prior to the vote on passage, for printing in the CONGRESSIONAL RECORD, that H.R. 1477, the Russian-Venezuelan Threat Mitigation Act, would have no significant effect on direct spending or revenues, and therefore, the budgetary effects of such bill are estimated as zero.

Pursuant to the Statutory Pay-As-You-Go Act of 2010 (PAYGO), Mr. YARMUTH hereby submits, prior to the vote on passage, the attached estimate of the costs of H.R. 1839, the Medicaid Services Investment and Accountability Act of 2019, for printing in the CONGRESSIONAL RECORD.

ESTIMATE OF PAY-AS-YOU-GO EFFECTS FOR H.R. 1839

	By fiscal year, in millions of dollars—														2019–2024	2010–2029
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029					
NET INCREASE OR DECREASE (–) IN THE DEFICIT																
Statutory Pay-As-You-Go Impact	32	15	16	2	5	2	–2	–6	–15	–21	–28	71	–1			
Components may not sum to totals because of rounding.																

EXECUTIVE COMMUNICATIONS, ETC.

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

434. A letter from the General Counsel, Federal Housing Finance Agency, transmitting the Agency's interim final rule — Margin and Capital Requirements for Covered Swap Entities (RIN: 2590-AB02) received March 15, 2019, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Financial Services.

435. A letter from the Director, Regulations Policy and Management Staff, FDA, Department of Health and Human Services, transmitting the Department's final rule — Standards for the Growing, Harvesting, Packing, and Holding of Produce for Human Consumption; Extension of Compliance Dates for Subpart E [Docket No.: FDA-2011-N-0921] (RIN: 0910-AH93) received March 19, 2019, pursuant to 5 U.S.C. 801(a)(1)(A); Public

Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

436. A letter from the Chief of Staff, Media Bureau, Federal Communications Commission, transmitting the Commission's final rule — Amendment of Section 73.622(i) Post Transition Table of DTV Allotments (Cookeville and Franklin, Tennessee) [MB Docket No.: 18-383] (RM-11822) received March 19, 2019, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

437. A letter from the Assistant Secretary, Bureau of Legislative Affairs, Department of State, transmitting the Department's report on progress toward a negotiated solution of the Cyprus question covering the period of June 1, 2018, through July 31, 2018, pursuant to Sec. 620(c) of the Foreign Assistance Act of 1961, as amended, and in accordance with Sec. 1(a)(6) of Executive Order 13313; to the Committee on Foreign Affairs.

438. A letter from the Attorney Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's

temporary final rule — Safety Zone; Cumberland River, Kentucky [Docket Number: USCG-2019-0127] (RIN: 1625-AA00) received March 15, 2019, 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.

439. A letter from the Attorney Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's temporary final rule — Security Zone; Corpus Christi Ship Channel, Corpus Christi, TX [Docket Number: USCG-2019-0128] (RIN: 1625-AA87) received March 15, 2019, 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.

440. A letter from the Attorney-Advisor, Office of Regulations and Administrative Law, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's final rule — Removal of Regulated Navigation Areas, Safety Zones, Security Zones, and Special Local Regulations within District 7 [Docket No.: USCG-2018-0231] received March 15, 2019, 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.

441. A letter from the Attorney-Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's final rule — Navigation and Navigable Waters; Technical, Organizational, and Conforming Amendments [Docket No.: USCG-2018-1049] received March 15, 2019, 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.

442. A letter from the Attorney Advisor, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's temporary final rule — Safety Zone; Lower Mississippi River, Port Gibson, MS [Docket Number: USCG-2019-0126] (RIN: 1625-AA00) received March 15, 2019, 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.

443. A letter from the Attorney-Advisor, Office of Regulations and Administrative Law, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's temporary final rule — Safety Zone; Oregon Inlet, Dare County, NC [Docket Number: USCG-2018-1065] (RIN: 1625-AA00) received March 15, 2019, 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.

444. A letter from the Attorney, U.S. Coast Guard, Department of Homeland Security, transmitting the Department's final rule — Drawbridge Operation Regulation; Mill Basin, Brooklyn, NY [Docket No.: USCG-2018-1032] (RIN: 1625-AA09) received March 15, 2019, 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.

445. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Embraer S.A. Airplanes [Docket No.: FAA-2018-0905; Product Identifier 2018-NM-115-AD; Amendment 39-19573; AD 2019-03-21] (RIN: 2120-AA64) received March 21, 2019, 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.

446. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Dassault Aviation Airplanes [Docket No.: FAA-2018-0643; Product Identifier 2018-NM-084-AD; Amendment 39-19572; AD 2019-03-20] (RIN: 2120-AA64) received March 21, 2019, 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.

447. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2018-0957; Product Identifier 2018-NM-102-AD; Amendment 39-19570; AD 2019-03-18] (RIN: 2120-AA64) received March 21, 2019, 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.

448. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters Deutschland GmbH Helicopters [Docket No.: FAA-2018-0336; Product Identifier 2017-SW-130-AD; Amendment 39-19588; AD 2019-05-06] (RIN: 2120-AA64) received March 21, 2019, 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.

449. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Leonardo S.p.A. Helicopters [Docket No.: FAA-2019-0092; Product Identifier 2019-SW-022-AD; Amendment 39-19585; AD 2019-05-03] (RIN: 2120-AA64) received March 21, 2019, 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.

450. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; MD Helicopters, Inc. (MDHI), Helicopters [Docket No.: FAA-2018-0991; Product Identifier 2017-SW-050-AD; Amendment 39-19586; AD 2019-05-04] (RIN: 2120-AA64) received March 21, 2019, 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.

451. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2018-1003; Product Identifier 2018-NM-133-AD; Amendment 39-19567; AD 2019-03-15] (RIN: 2120-AA64) received March 21, 2019, 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.

452. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2018-0904; Product Identifier 2018-NM-108-AD; Amendment 39-19575; AD 2019-03-23] (RIN: 2120-AA64) received March 21, 2019, 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.

453. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Carrizo Springs, TX [Docket No.: FAA-2018-0940; Airspace Docket No.: 18-ASW-15] (RIN: 2120-AA66) received March 21, 2019, 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.

454. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Saab AB, Saab Aeronautics (Formerly Known as Saab AB, Saab Aerosystems) Airplanes [Docket No.: FAA-2018-0964; Product Identifier 2018-NM-127-AD; Amendment 39-19571; AD 2019-03-19] (RIN: 2120-AA64) received March 21, 2019, 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.

455. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Auburn, AL [Docket No.: FAA-2018-0987; Airspace Docket No.: 18-ASO-19] (RIN: 2120-AA66) received March 21, 2019, 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.

456. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Establishment of Class E Airspace; Coshatta, LA [Docket No.: FAA-2018-0787; Airspace Docket No.: 18-ASW-12]

(RIN: 2120-AA66) received March 21, 2019, 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.

457. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Rolls-Royce plc Turbofan Engines [Docket No.: FAA-2019-0056; Product Identifier 2017-NE-29-AD; Amendment 39-19584; AD 2019-05-02] (RIN: 2120-AA64) received March 21, 2019, 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.

458. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Pratt & Whitney Turbofan Engines [Docket No.: FAA-2018-0624; Product Identifier 2013-NE-24-AD; Amendment 39-19583; AD 2019-05-01] (RIN: 2120-AA64) received March 21, 2019, 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.

459. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2018-0806; Product Identifier 2018-NM-056-AD; Amendment 39-19590; AD 2019-05-08] (RIN: 2120-AA64) received March 21, 2019, 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.

460. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Empresa Brasileira de Aeronautica S.A. (Embraer) Airplanes [Docket No.: FAA-2019-0118; Product Identifier 2018-NM-143-AD; Amendment 39-19582; AD 2019-03-30] (RIN: 2120-AA64) received March 21, 2019, 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.

461. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier, Inc., Airplanes [Docket No.: FAA-2018-0710; Product Identifier 2018-NM-079-AD; Amendment 39-19574; AD 2019-03-22] (RIN: 2120-AA64) received March 21, 2019, 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.

462. A letter from the Director, Office of Regulation Policy and Management, Office of the Secretary (OOREG), Department of Veterans Affairs, transmitting the Department's final rule — Fertility Counseling and Treatment for Certain Veterans and Spouses (RIN: 2900-AP94) received March 19, 2019, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Veterans' Affairs.

463. A letter from the Chief, Publications and Regulations Branch, Internal Revenue Service, transmitting the Service's Major final regulations — Qualified Business Income Deduction [TD 9847] (RIN: 1545-B071) received March 21, 2019, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Ways and Means.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk