

Army Sergeant Maciel Hay, who recently made history as the first woman on Active Duty to graduate from the United States Army's sniper course.

Sergeant Hay grew up shooting guns on her family's ranches in California and Oregon, with the ability to quickly find targets earning her the nickname "Sniper."

However, her interest and motivation in becoming a sniper didn't begin until she attended a local community college in my district, Sierra College. Defying odds, she completed basic training while qualifying as an expert with the M4 assault rifle and then went on to graduate from Airborne School.

To attend Sniper School, Sergeant Hay went through a scrupulous selection process, meeting numerous mental and physical requirements and demanding exceptional marksmanship skills and a high level of fitness, discipline, and concentration.

Once at school, her skills in marksmanship, the art of stalking and concealment, observation and intelligence gathering, survival skills and land navigation, and urban sniper operations were tested and developed. Through her determination, resilience, and sacrifice, Sergeant Hay successfully completed the training, living up to her childhood nickname and becoming the first female Active-Duty Army sniper.

I commend Sergeant Hay for her incredible capabilities, motivation, drive, and teamwork skills, and I am confident that her achievement will inspire many others toward their goals.

On behalf of California's Third Congressional District and the United States House of Representatives, I am honored to recognize Sergeant Hay for this historic accomplishment, and I wish to express gratitude for her heroic and invaluable service to our country.

#### RECOGNIZING SHERI MERRICK

Mr. KILEY. Mr. Speaker, I would like to take a moment to recognize the outgoing COO of the Folsom Chamber of Commerce, Sheri Merrick.

Before working with the local small business community, Sheri started her career in the dental industry as an office manager and bookkeeper. In that position, her passion for the dental industry grew, inspiring her to expand her education in the dental field.

She went on to attain over 19 years of managing experience and teaching whole-body health education with a focus on the connection between the mouth and the rest of the body.

Through innovative marketing approaches and educational tools, she helped many dental offices thrive in a down economy. From there, she established her own consulting and community engagement company and worked closely with the Folsom Chamber of Commerce.

In 2020, in the midst of the COVID-19 pandemic, she took up her passion for small business full time by joining the Folsom Chamber of Commerce team. During that time, she played an instru-

mental role toward helping many organizations face and overcome the challenges surrounding the pandemic.

For almost 7 years as a whole, Sheri devoted her time and talents to Folsom businesses. Through my own experience working with Sheri, I can attest to the ambition and enthusiasm with which she performed her role. I commend her for the lasting contributions she has made toward promoting the business environment, economic vitality, and quality of life in Folsom.

It is because of remarkable people like Sheri Merrick that Folsom is such a great place to live, work, and raise a family.

While she will be greatly missed in Folsom, I am confident that her breadth of knowledge, experiences, and abilities have uniquely positioned her for her new role as the executive director of the Citrus Heights Chamber of Commerce and that she will continue to make a very positive impact.

On behalf of the United States House of Representatives, I am honored to recognize Sheri Merrick for her hard work and dedication to the Folsom business community, and I wish her the best of luck in her new role.

#### RECOGNIZING HOUSE EDUCATION AND THE WORKFORCE COMMITTEE

Mr. KILEY. Mr. Speaker, I would like to applaud the House Education and the Workforce Committee's passage yesterday of my resolution under the Congressional Review Act to nullify the Biden administration's new independent contractor rule.

The resolution passed the committee yesterday. It now has over 60 cosponsors and has a companion measure led by Senator CASSIDY in the Senate.

The Biden administration's rule is one of the most harmful regulations that we have ever seen issued in this country. It is explicitly modeled on California's disastrous law known as AB5, which has cost people their livelihoods in over 600 professions and led to heartbreaking story after heartbreaking story of people who lost their careers, who lost everything.

A recent study out of George Mason shows that AB5 in California led to a 10.4 percent decline in self-employment and a 4.5 percent decline in overall employment.

Now, the Biden administration is threatening to do the same damage to our entire country. Tens of millions of freelancers and independent contractors will be affected by this new rule.

Just to take one example, there are hundreds of thousands of truckers who could be taken off the road, throwing our supply chains into chaos. It is by no means an exaggeration to say that the livelihoods of millions of Americans are now at risk.

The administration's new rule, which not even the administrator of the Wage and Hour Division could give us any answers as to how it will be applied at a recent hearing of my subcommittee that I convened, is so overreaching that it has already prompted four sepa-

rate lawsuits on procedural grounds, statutory grounds, and constitutional grounds.

To add insult to injury, the administration has, of all people, brought in to enforce it Julie Su, who was the labor secretary in California and, in that role, was the architect of AB5 and ruthlessly enforced it to such devastating effect.

Ms. Su remains unconfirmed. For over a year, she has been in an acting capacity, and the Senate returned her nomination to the President last year amid bipartisan opposition. Yet, the administration has kept her in that role, apparently one of the main reasons being so that she could enforce it in the exact same damaging way that AB5 was enforced in California.

Of course, I am continuing to call on President Biden to do the right thing, to withdraw Ms. Su's failed nomination and to withdraw this disastrous new independent contractor rule. Barring that, Ms. Su and President Biden should, at the very least, put the rule on hold, suspend it until the ongoing litigation's outcome is clear. The business community and millions of workers across this country will otherwise be in a state of great and highly damaging uncertainty.

In the meantime, I will continue to build support and work with folks on both sides of the aisle to pass this resolution under the Congressional Review Act so that we can spare millions of American workers from the same fate that folks have suffered in California and to protect the right to earn a living in this country.

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

#### PREVENTING GENOCIDE IS ACHIEVABLE GOAL

The SPEAKER pro tempore. Under the Speaker's announced policy of January 9, 2023, the Chair recognizes the gentlewoman from New York (Ms. OCASIO-CORTEZ) for 30 minutes.

Ms. OCASIO-CORTEZ. Mr. Speaker, I know a man, a decent man, who said that preventing genocide is an achievable goal, a goal that requires a level of government organization and engagement that matches in its intensity the brutality and efficiency required to carry out mass killing. Too often, these efforts have come too late, after the best and least costly opportunities to prevent them have been missed.

The man who said that was then-Vice President and now-President Joseph Biden, and he was right.

Mr. Speaker, I rise to say that such a time is now. As we speak, in this moment, 1.1 million innocents in Gaza are at famine's door, a famine that is being intentionally precipitated through the blocking of food and global humanitarian assistance by leaders in the Israeli Government.

This is a mass starvation of people, engineered and orchestrated, following the killing of another 30,000, 70 percent

of whom were women and children. There is hardly a single hospital left.

Much of this was accomplished with U.S. resources and weapons. If you want to know what an unfolding genocide looks like, open your eyes. It looks like the forced famine of 1.1 million innocents. It looks like thousands of children eating grass as their bodies consume themselves while trucks of food are slowed and halted just miles away. It looks like good and decent people who do nothing or do too little, too late.

It is against United States law to provide weapons to forces who block United States humanitarian assistance. That is exactly what is happening right now, so much so that the President himself stated during the State of the Union that the United States must and will be building its own port to let aid through.

□ 1315

It will be too late. The time is now to force compliance with U.S. law and the standards of humanity and fulfill our obligations to the American people to suspend the transfer of U.S. weapons to the Israeli Government in order to stop and prevent further atrocity.

Honoring our alliances does not mean facilitating mass killing. We cannot hide from our responsibility any longer. Blocking assistance from one's closest allies to starve a million people is not unintentional. We have a responsibility to prove the value of global democracy, enshrined in the upholding of civil society, rule of law, and commitment to human and civil rights.

This is not just about Israel or Gaza. This is about us. The world will never be the same and we will never be the same, and we must write our story in this moment of what it means and who we are as Americans.

Our story must be not that we were good men who did nothing, but that we were a committed democracy that did something, and we must prove that now.

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

#### ADJOURNMENT

The SPEAKER pro tempore. Pursuant to section 3(z) of House Resolution 5, the House stands adjourned until 9:00 a.m. on Tuesday, March 26, 2024.

Thereupon (at 1 o'clock and 17 minutes p.m.), under its previous order, the House adjourned until Tuesday, March 26, 2024, at 9 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-3528. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Deutsche Aircraft GmbH (Type Certificate Previously

Held by 328 Support Services GmbH; AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH) Airplanes [Docket No.: FAA-2023-2230; Project Identifier MCAI-2023-00861-T; Amendment 39-22677; AD 2024-03-07] (RIN: 2120-AA64) received March 18, 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-3529. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier, Inc., Airplanes [Docket No.: FAA-2023-2001; Project Identifier MCAI-2023-00666-T; Amendment 39-22676; AD 2024-03-06] (RIN: 2120-AA64) received March 18, 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-3530. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Airplanes [Docket No.: FAA-2023-1810; Project Identifier MCAI-2023-00267-T; Amendment 39-22679; AD 2024-03-09] (RIN: 2120-AA64) received March 18, 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-3531. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2023-2141; Project Identifier MCAI-2023-00689-T; Amendment 39-22672; AD 2024-03-03] (RIN: 2120-AA64) received March 18, 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-3532. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; MHI RJ Aviation ULC (Type Certificate Previously Held by Bombardier, Inc.) Airplanes [Docket No.: FAA-2023-1704; Project Identifier MCAI-2022-00866-T; Amendment 39-22671; AD 2024-03-02] (RIN: 2120-AA64) received March 18, 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-3533. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier, Inc., Airplanes [Docket No.: FAA-2023-1223; Project Identifier MCAI-2022-00982-T; Amendment 39-22669; AD 2024-02-05] (RIN: 2120-AA64) received March 18, 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-3534. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Austro Engine GmbH Engines [Docket No.: FAA-2024-0456; Project Identifier MCAI-2024-00084-E; Amendment 39-22691; AD 2024-05-01] (RIN: 2120-AA64) received March 18, 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-3535. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters Deutschland GmbH (AHD) Helicopters [Docket No.: FAA-2024-0453; Project Identifier MCAI-2024-00068-R; Amendment 39-

22689; AD 2024-04-10] (RIN: 2120-AA64) received March 18, 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-3536. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Modification of Class D Airspace & Establishment of Class E Airspace; Camp Pohakuloa, HI [Docket No.: FAA-2023-2099; Airspace Docket No.: 23-AWP-31] (RIN: 2120-AA66) received March 18, 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-3537. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Restricted Areas R-2510A and R-2510B in the Vicinity of El Centro, CA [Docket No.: FAA-2024-0291; Airspace Docket No.: 23-AWP-68] (RIN: 2120-AA66) received March 18, 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-3538. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class B Airspace Description; Cincinnati/Northern Kentucky International Airport, KY [Docket No.: FAA-2023-2377; Airspace Docket No.: 23-AWA-6] (RIN: 2120-AA66) received March 18, 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-3539. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Mankato, MN [Docket No.: FAA-2023-2432; Airspace Docket No.: 23-AGL-39] (RIN: 2120-AA66) received March 18, 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-3540. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Ebensburg, PA [Docket No.: FAA-2023-2431; Airspace Docket No.: 23-AEA-26] (RIN: 2120-AA66) received March 18, 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-3541. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class D and Class E Airspace; Anderson, IN [Docket No.: FAA-2023-2429; Airspace Docket No.: 23-AGL-37] (RIN: 2120-AA66) received March 18, 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-3542. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class D and Class E Airspace and Revocation of Class E Airspace; Clarksburg, WV [Docket No.: FAA-2023-2362; Airspace Docket No.: 23-AEA-25] (RIN: 2120-AA66) received March 18, 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-3543. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of United States Area Navigation (RNAV) Routes; Eastern United States [Docket No.: FAA-2023-1830; Airspace Docket No.: 23-ASW-06] (RIN: 2120-AA66) received March 18, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110