

WiFi repeaters. For a few hundred dollars, they were fixing something that was going to take another decade and how many hundreds of millions of dollars.

Think about adopting technology. Is the morality that we want to spend lots of money to actually subsidize these people who should be running wire; or do we actually want these communities to have telehealth, tele-schools, and tele-monitoring of their lives to help them? Adopt the technology. Make it so it is actually useable. Instead of saying we will never get that wire out to our rural communities, put up a satellite dish.

Why does this scare people? It is because there is no good lobbyist running around here saying: Have ever thought about doing this? What we do is archaic.

Another example is millions of taxpayers call the IRS for help. Two-thirds don't reach anyone. Think of this. The auditors of the IRS last year put out a report that only 31 percent of phone calls were getting answered at the IRS.

Folks are trying to fill out a tax form and give the government money. They call and call and can't get the phone answered. There was a little pilot program done. It was an experiment. Let's actually do a chat, like a ChatGPT, that picks up the phone 24 hours a day, will stay on the phone as long as the caller needs, will help them fill out the tax forms, will actually email or text the PDF of the form, and maybe even send the YouTube video on how to fill out the form.

Why does this scare the hell out of the IRS? It is because the IRS is the second most unionized bureaucracy in the Federal Government. It turns out the union loses its mind when we start talking about technology to take care of the American people. Wouldn't we like to pick up the phone and call, whether it be the Social Security Administration or the IRS, and get the phone answered?

How do I get my brothers and sisters here to help us adopt this technology? I have a handful of articles here using AI to functionally crash parts of the cost of delivering healthcare. Here is one about actually making the environment much cleaner, much faster, much cheaper, and actually identifying bad acts with almost no bureaucracy. Here we have ability to fix our logistics.

We live in a time of miracles. When we start to say just our baseline, just a couple of the pieces of legislation we have, we think we can get \$100 billion a year just using technology and healthcare.

How about another \$100 billion to \$150 billion to actually step into supply chains and these others? With the adoption of technology, we can crash parts of the price of this government. Is that a cut? Is that a chain saw? It is just doing things that aren't scary.

Mr. Chairman, the last one I will talk about is in the MedPAC report. The

majority of Medicare recipients in America now use Medicare Advantage. For those of us in the Scottsdale-Phoenix area, we actually have a much higher penetration.

According to the report and even with the adjustment of the portion of the population that only takes the Medicare part A, which is the hospital portion, the trust fund, and which also runs out in 12 or 13 years, it is 20 percent more expensive than fee-for-service.

If we take it back to the fact that when Medicare Advantage was designed and it was supposed to come in at 95 percent of fee-for-service, do that delta. That is approaching \$100 billion a year.

Mr. Speaker, what if we got together—and we have been working on this for months and months—and we said we need to align the incentives with the insurance providers, with the healthcare providers, and with the person receiving the benefits. How about if we make the profit by helping the population be healthier?

A capitated model or something of that nature, which actually I think a capitated model makes the most sense, is here is our cost; and we make more money by helping our population be healthier than what is happening today, according to this report, saying we sign the public up and then we spend lots of time and resources to score them as sicker and sicker because we get spiffs the sicker we score them.

Is that a cut? In today's world, when we know diabetes is 31 percent of all Medicare spending, let's get the incentives aligned so it cuts the cost, cuts the debt, but we end up with a healthier country.

There are solutions here. The problem is it requires doing difficult things and thinking. I beg my brothers and sisters. Let's go do the hard stuff. If you have ideas, bring them to us. We are working our hearts out right now on everything from technology to auditing the Pentagon because we had our eighth or ninth year where the Pentagon was not auditable. We are trying to design a talent-based immigration system that maximizes economic growth from tax receipts for the country.

How about saving Medicare Advantage for everyone who loves it but in a way where it also will provide hundreds of billions of dollars of savings? We can do this. We can do this. We just have to do hard things.

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

MESSAGE FROM THE PRESIDENT

A message in writing from the President of the United States was communicated to the House by Mr. Matthew Hanley, one of his secretaries.

IMPOSING TARIFFS ON COUNTRIES IMPORTING VENEZUELAN OIL—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 119–32)

The SPEAKER pro tempore (Mr. WIED) laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, referred to the Committees on Foreign Affairs and Ways and Means and ordered to be printed:

To the Congress of the United States:

Pursuant to the International Emergency Economic Powers Act (50 U.S.C. 1701 *et seq.*), I hereby report that I have issued an Executive Order that takes additional steps with respect to the national emergency declared in Executive Order 13692 of March 8, 2015 (Blocking Property and Suspending Entry of Certain Persons Contributing to the Situation in Venezuela).

The Maduro regime's refusal to cooperate with the United States on matters of illegal immigration exacerbates threats to public safety and border security. The activities of the Tren de Aragua gang, a transnational criminal organization originating in Venezuela and designated as a Foreign Terrorist Organization and a Specially Designated Global Terrorist organization, have intensified these threats. Further, the Maduro regime's ongoing destabilizing actions, including its support for illicit activities such as narcotics trafficking, kidnapping, and human trafficking necessitate further measures to protect United States interests. All of these actions are due in part to the oil revenues that the Maduro regime and its network of criminals and cronies are able to earn.

Effective on April 2, 2025, the Secretary of State, in consultation with the Secretary of the Treasury, the Secretary of Commerce, the Secretary of Homeland Security, and the United States Trade Representative, is authorized to determine whether a tariff of 25 percent will be imposed on goods from any country that imports Venezuelan oil. Once imposed at the Secretary of State's discretion, the tariff shall remain in effect for a period of 1 year after the last day a country imports Venezuelan oil, or at an earlier date if the Secretary of Commerce, in consultation with other relevant heads of executive departments and agencies, determines it appropriate. To encourage full accountability for these actions, I have directed the Secretary of State and the Secretary of Commerce to submit periodic reports to me within 180 days of the date of this order and no less than every 180 days thereafter assessing the effectiveness of the tariffs described in this order and the ongoing conduct of the Maduro regime.

My Administration will continue to consult with the Congress on our efforts to address the ongoing problems in Venezuela that undermine United States interests and look forward to working on these issues together.

I am enclosing a copy of the Executive Order I have issued.

DONALD J. TRUMP,
THE WHITE HOUSE, March 25, 2025.

ADJOURNMENT

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

The motion was agreed to; accordingly (at 5 o'clock and 38 minutes p.m.), under its previous order, the House adjourned until tomorrow, Wednesday, March 26, 2025, at 10 a.m. for morning-hour debate.

EXECUTIVE COMMUNICATIONS, ETC.

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

EC-596. A letter from the Chairman, Council of the District of Columbia, transmitting D.C. Act 26-25, "Office of Juvenile Justice Facilities Oversight Plan Temporary Act of 2025", pursuant to Public Law 93-198, Sec. 602(c)(1); (87 Stat. 813); to the Committee on Oversight and Government Reform.

EC-597. A letter from the Director, Administrative Office of the United States Courts, transmitting a compilation and summary of reports received from chief district judges detailing each public event conducted in accordance with the POWER Act's requirements during the previous fiscal year, pursuant to Public Law 115-237, Sec. 4(b)(1); (132 Stat. 2448); to the Committee on the Judiciary.

EC-598. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; De Havilland Aircraft of Canada Limited (Type Certificate Previously Held by Bombardier, Inc.) Airplanes [Docket No.: FAA-2024-2420; Project Identifier MCAI-2024-00143-T; Amendment 39-22978; AD 2025-05-06] (RIN: 2120-AA64) received March 24, 2025, 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-599. A letter from the Manager, Legal Litigation and Support, 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-2024-0225; Project Identifier MCAI-2023-00725-T; Amendment 39-22979; AD 2025-05-07] (RIN: 2120-AA64) received March 24, 2025, 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-600. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus SAS Airplanes [Docket No.: FAA-2024-2421; Project Identifier MCAI-2024-00221-T; Amendment 39-22973; AD 2025-05-01] (RIN: 2120-AA64) received March 24, 2025, 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-601. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG Engines [Docket No.: FAA-2024-2544; Project Identifier MCAI-2024-00569-E; Amendment 39-

22975; AD 2025-05-03] (RIN: 2120-AA64) received March 24, 2025, 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-602. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; General Electric Company Engines [Docket No.: FAA-2024-2547; Project Identifier AD-2024-00334-E; Amendment 39-22987; AD-2025-05-15] (RIN: 2120-AA64) received March 24, 2025, 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-603. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Austin, TX; Establishment of Class E Airspace; Austin, Lago Vista, and Lakeway, TX [Docket No.: FAA-2024-2511; Airspace Docket No.: 24-ASW-21] (RIN: 2120-AA66) received March 24, 2025, 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-604. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Edenton, NC [Docket No.: FAA-2024-1983; Airspace Docket No.: 24-ASO-24] (RIN: 2120-AA66) received March 24, 2025, 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-605. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 31593; Amdt. No.: 4155] received March 24, 2025, 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-606. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 31594; Amdt. No.: 4156] received March 24, 2025, 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-607. A letter from the Manager, Legal Litigation and Support, FAA, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 31591; Amdt. No.: 4153] received March 24, 2025, 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.

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. GRAVES: Committee on Transportation and Infrastructure. House Concurrent Resolution 9. Resolution authorizing the use of the Capitol Grounds for the National Peace Officers Memorial Service and the National Honor Guard and Pipe Band Exhi-

bition (Rept. 119-39). Referred to the House Calendar.

Mr. JORDAN: Committee on the Judiciary. H.R. 1526. A bill to amend title 28, United States Code, to limit the authority of district courts to provide injunctive relief, and for other purposes; with an amendment (Rept. 119-40). 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. DELAURO (for herself, Mr. FIGURES, Ms. SEWELL, Ms. ANSARI, Mr. STANTON, Mr. HUFFMAN, Mr. THOMPSON of California, Mr. BERA, Ms. MATSUI, Mr. GARAMENDI, Mr. HARDER of California, Mr. DESAULNIER, Ms. PELOSI, Ms. SIMON, Mr. GRAY, Mr. SWALWELL, Mr. MULLIN, Mr. LICCARDO, Mr. KHANNA, Ms. LOFGREN, Mr. PANETTA, Mr. COSTA, Mr. CARBAJAL, Mr. RUIZ, Ms. BROWNLEY, Mr. WHITESIDES, Ms. CHU, Ms. RIVAS, Ms. FRIEDMAN, Mr. CISNEROS, Mr. SHERMAN, Mr. AGUILAR, Mr. GOMEZ, Mrs. TORRES of California, Mr. LIEU, Ms. KAMLAGER-DOVE, Ms. SANCHEZ, Mr. TAKANO, Mr. GARCIA of California, Ms. WATERS, Ms. BARRAGAN, Mr. TRAN, Mr. CORREA, Mr. MIN, Mr. LEVIN, Mr. PETERS, Ms. JACOBS, Mr. VARGAS, Ms. DEGETTE, Mr. NEGUSE, Mr. CROW, Ms. PETERSEN, Mr. LARSON of Connecticut, Mr. COURTNEY, Mr. HIMES, Mrs. HAYES, Ms. NORTON, Ms. MCBRIDE, Mr. SOTO, Mr. FROST, Ms. CASTOR of Florida, Mrs. CHERFILUS-MCCORMICK, Ms. LOIS FRANKEL of Florida, Mr. MOSKOWITZ, Ms. WILSON of Florida, Ms. WASSERMAN SCHULTZ, Mr. BISHOP, Mr. JOHNSON of Georgia, Ms. WILLIAMS of Georgia, Mrs. MCBATH, Mr. DAVID SCOTT of Georgia, Mr. CASE, Ms. TOKUDA, Mr. JACKSON of Illinois, Ms. KELLY of Illinois, Mrs. RAMREZ, Mr. GARCIA of Illinois, Mr. QUIGLEY, Mr. CASTEN, Mr. DAVIS of Illinois, Mr. KRISHNAMOORTHY, Ms. SCHAKOWSKY, Mr. SCHNEIDER, Mr. FOSTER, Ms. BUDZINSKI, Ms. UNDERWOOD, Mr. SORENSEN, Mr. MRVAN, Mr. CARSON, Ms. DAVIDS of Kansas, Mr. MCGARVEY, Mr. CARTER of Louisiana, Mr. FIELDS, Mr. NEAL, Mr. MCGOVERN, Mrs. TRAHAN, Mr. AUCHINCLOSS, Ms. CLARK of Massachusetts, Mr. MOULTON, Ms. PRESSLEY, Mr. LYNCH, Mr. KEATING, Mr. OLSZEWSKI, Ms. ELFRETH, Mr. IVEY, Mr. HOYER, Mrs. MCCLAIN DELANEY, Mr. MFUME, Mr. RASKIN, Ms. PINGREE, Mr. GOLDEN of Maine, Ms. SCHOLTEN, Mrs. DINGELL, Ms. McDONALD RIVET, Ms. STEVENS, Ms. TLAIB, Mr. THANEDAR, Ms. CRAIG, Ms. MORRISON, Ms. MCCOLLUM, Ms. OMAR, Mr. BELL, Mr. CLEAVER, Mr. THOMPSON of Mississippi, Mr. DAVIS of North Carolina, Ms. ROSS, Mrs. FOUSHEE, Ms. ADAMS, Mr. PAPPAS, Ms. GOODLANDER, Mr. NORCROSS, Mr. CONAWAY, Mr. GOTTHEIMER, Mr. PALONE, Mr. MENENDEZ, Ms. POU, Mrs. MCIVER, Ms. SHERILL, Mrs. WATSON COLEMAN, Ms. STANSBURY, Mr. VASQUEZ, Ms. LEGER FERNANDEZ, Ms. TITUS, Ms. LEE of Nevada, Mr. HORSFORD, Mr. SUOZZI, Ms. GILLEN, Mr. MEEKS, Ms. MENG, Ms. VELAZQUEZ, Mr. JEFFRIES, Ms. CLARKE of New York, Mr. GOLDMAN of