

The two programs Republicans are planning to cut, Medicare and SNAP, they are going to cut them in order to pay the tax cuts—trillions of dollars—for who? Elon Musk and their billionaire buddies. So you heard that right. These expanded tax cuts will cost the Federal Government \$4.2 trillion.

You might be asking yourself, wait, so how are Republicans going to pay for all of this? In order to help offset some of that cost, they are going to decrease funding for Medicaid, SNAP, and other services that support people with disabilities and elderly individuals.

Medicaid alone provides health coverage to almost 80 million Americans, including children, seniors, and people with disabilities, like I said. And these cuts would directly harm some of the most vulnerable people in our society, making it harder and harder for them to get the kind of lifesaving care or just any care that they may need.

In my State of Nevada, more than 800,000 people rely on Medicaid for their healthcare—800,000. Any reduction in its funding would leave these individuals—some of them our friends, our neighbors; they go to church with us—a reduction in funding is going to leave these individuals without access to affordable healthcare or the ability to see a doctor.

Similarly, SNAP is a lifeline for millions of families seeking to feed their children—just feed their children. It feeds our seniors. It helps our working parents. It is estimated that more than 40 million people rely on SNAP just to put food on the table. Nearly one in six people in Nevada benefited from SNAP last year, the majority of whom are children. You have that right—one in six people benefited from SNAP in Nevada. The majority of them are children.

So we are talking about parents who rely on this program to make sure that their kids don't go to bed hungry or that they have breakfast before they go to school. They are feeding hungry kids. But Republicans are proposing cuts to SNAP that would affect millions of families, driving up food insecurity, placing an additional burden on those who can least afford it.

On top of these cuts, you have to consider the cuts that the Trump administration has already made, actions that are hurting veterans' services, healthcare, and good-paying jobs rebuilding our infrastructure.

The Trump administration has already made cuts to the staff of the Department of Veterans Affairs, including the people that staff the Veterans assistance hotline. These cuts are going to have a severe impact on our veterans. They served our country with honor. They deserve the best possible care when they return home. Cutting doctors and nurses and counselors and people who answer the help line—how is that helping those who protected us, who keep our homeland safe? We owe them that. Well, these cuts aren't showing that at all.

The administration has already targeted Medicare for staffing cuts that could undermine healthcare access for seniors across the country. Nearly one in five seniors depends on Medicare for their healthcare needs, and for many, it is their only source of care. Letting go of Medicare employees will impact seniors' ability to access this literal lifeline.

We have also seen attacks from the Trump administration on job-creating infrastructure projects like those authorized in the bipartisan infrastructure law, the Inflation Reduction Act. These projects—well, what I want to tell you is that they support good-paying, American jobs—good-paying jobs in construction and engineering and public works. They fix our roads and our bridges and our trains, our grid. It matters. They build the rail systems that help connect our communities. These are American jobs on American roads, on American rail, on American bridges. We should be keeping these jobs and investing in our infrastructure. These are the folks who help modernize our airports. I can tell you, in my State of Nevada, they support our travel and tourism jobs—a top industry for us.

These jobs modernizing our airports and our infrastructure help everyone across this country, every American—American jobs in America for Americans.

We should be investing in our infrastructure, but the cuts made by the Trump administration mean that projects all over the country are in limbo. Even delayed projects are going to cost jobs and make it harder to rebuild our Nation's infrastructure.

In Nevada, we know how important infrastructure investments are to keeping our economy moving and our communities safe. We are talking about jeopardizing projects to build new solar energy installations and even expanding access to high-speed internet. For us, that is nearly half a billion dollars' worth of Federal funding that has been allocated for Nevada to connect rural communities across our State to just reliable internet.

The loss of funding for projects like this one just doesn't stop at people accessing the internet; it will hurt people who are counting on the jobs a project would create, particularly in our rural communities.

The numbers here are staggering, and the impact is undeniable. We are talking about cuts that have the potential to impact millions of people—people who are working hard every day to make ends meet, to provide for their families, and to ensure they can live with dignity.

These existing cuts, coupled with the Republicans' proposed budget cuts, are just going to be devastating for American families, and the fact that these cuts are being made to give billionaires even more tax breaks—well, it is unconscionable.

The American people deserve better. They deserve a government that works

for them, that works for our families, not for the ultrawealthy.

At the end of the day, Republicans have to decide who they are fighting for because right now, with this budget proposal, they are fighting for billionaires and the largest corporations that have already benefited from their 2017 tax cuts.

We cannot and we must not turn our backs on the American people. We cannot allow billionaires to get richer on the backs of everyday Americans. We cannot let the motto be for this administration "billionaires win and families lose" because families are the backbone of America—families are the backbone of America—and they deserve respect and attention, and we cannot allow the billionaires to break their backs.

So I urge my colleagues on both sides of the aisle to come together and put the American people first—people over billionaires. Let's work together to strengthen our economy, protect our vital programs, and ensure that everyone, regardless of their wealth or status, has an equal opportunity to succeed.

I yield the floor.

THE PRESIDING OFFICER. The majority leader.

#### RECOGNIZING THE 80TH ANNIVERSARY OF THE AMPHIBIOUS LANDING ON THE JAPANESE ISLAND OF IWO JIMA DURING WORLD WAR II AND THE RAISINGS OF THE FLAG OF THE UNITED STATES ON MOUNT SURIBACHI

MR. THUNE. Mr. President, I ask unanimous consent that the Committee on Foreign Relations be discharged from further consideration and the Senate now proceed to S. Res. 53.

THE PRESIDING OFFICER. The clerk will report the resolution by title.

The senior assistant legislative clerk read as follows:

A resolution (S. Res. 53) recognizing the 80th anniversary of the amphibious landing on the Japanese island of Iwo Jima during World War II and the raisings of the flag of the United States on Mount Suribachi.

There being no objection, the committee was discharged, and the Senate proceeded to consider the resolution.

MR. THUNE. Mr. President, I ask unanimous consent that the resolution be agreed to, the preamble be agreed to, and that the motions to reconsider be considered made and laid upon the table.

THE PRESIDING OFFICER. Without objection, it is so ordered.

The resolution (S. Res. 53) was agreed to.

The preamble was agreed to.

(The resolution, with its preamble, is printed in the RECORD of February 4, 2025, under "Submitted Resolutions.")

# PROVIDING FOR A JOINT SESSION OF CONGRESS TO RECEIVE A MESSAGE FROM THE PRESIDENT

Mr. THUNE. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of H. Con. Res. 11, which was received from the House.

The PRESIDING OFFICER. The clerk will report the concurrent resolution by title.

The senior assistant legislative clerk read as follows:

A concurrent resolution (H. Con. Res. 11) providing for a joint session of Congress to receive a message from the President.

There being no objection, the Senate proceeded to consider the concurrent resolution.

Mr. THUNE. Mr. President, I ask unanimous consent that the resolution be agreed to and that the motion to reconsider be considered made and laid upon the table with no intervening action or debate.

The PRESIDING OFFICER. Without objection, it is so ordered.

The concurrent resolution (H. Con. Res. 11) was agreed to.

## RESOLUTIONS SUBMITTED TODAY

Mr. THUNE. Mr. President, I ask unanimous consent that the Senate proceed to the en bloc consideration of the following Senate resolutions, which were submitted earlier today: S. Res. 84 and S. Res. 85.

There being no objection, the Senate proceeded to consider the resolutions en bloc.

Mr. THUNE. Mr. President, I ask unanimous consent that the resolutions be agreed to, the preambles be agreed to, and that the motions to reconsider be considered made and laid upon the table, all en bloc.

The PRESIDING OFFICER. Without objection, it is so ordered.

The resolutions (S. Res. 84 and S. Res. 85) were agreed to.

The preambles were agreed to.

(The resolutions, with their preambles, are printed in today's RECORD under "Submitted Resolutions.")

## MORNING BUSINESS

### CONFIRMATION OF HOWARD LUTNICK

Mr. GRASSLEY. Mr. President, I rise today to speak in support of the nomination of Howard Lutnick to be Secretary of the Department of Commerce.

When I met with Mr. Lutnick, I stressed two related issues to him. The first was the importance of being responsive to Congress.

I view listening to whistleblowers and sending letters to Agencies as part of my oversight responsibility to bring transparency to the American people.

Agencies in turn have a responsibility to respond to congressional letters to remain accountable.

I also stressed the impacts that trade retaliation can have on domestic industries, something that Iowa farmers know well.

As international trade continues to heat up in the administration, I expect timely responses from Agencies like Mr. Lutnick's to provide transparency to the American people.

I look forward to working with Mr. Lutnick to foster more fair trade with America's trading partners while remaining transparent with the American people.

### TRIBUTE TO RAYMOND LANG

Mr. DURBIN. Mr. President, for the past five decades, Americans have relied on Amtrak to travel our great Nation. From shuttling President Biden between Delaware and Washington during his early days as a Senator to giving people across the country a way of getting to work and special destinations, Amtrak is an invaluable service to our Nation. And Raymond Lang, who recently retired from Amtrak after 30 years of service, has been an invaluable part of Amtrak.

Ray's career at Amtrak started from humble beginnings, as an intern in Amtrak's government affairs office in 1994. From the start, he was hard-working, reliable, and he loved the work. So, when Amtrak created business units, Ray saw an opportunity to join the company full time, and in 1996, he was dispatched to the Chicago-based intercity business unit's government affairs office. His territory was broad and challenging to manage, with many relationships that required careful attention. At the time, Amtrak was experiencing significant financial challenges, resulting in reduced service. But Ray worked tirelessly—almost always traveling by train—to meet with local and State officials, bringing their perspective and experiences back to Amtrak leadership. In the end, Amtrak restored much of their service.

Ray carried this specialized knowledge with him for the rest of his career with Amtrak. Learning about the communities his company served helped them to become some of the strongest advocates for the future of rail. There were very few mayors, city managers, State legislators, or rail advocates in towns served by Amtrak who did not know Ray. He and his team were ambassadors for rail, mobilizing mayors to speak up on behalf of expanding and improving Amtrak service and making station revitalization a priority in their communities.

Over the years, Ray left his mark on Amtrak, resulting in promotions into positions with greater responsibility and authority. He was integral to keeping the legendary Southwest Chief—a long-distance route between Chicago and Los Angeles—on its current route, thereby keeping rail service in several Kansas, Colorado, and New Mexico towns. He provided testimony to State legislatures and formed partnerships

with State departments of transportation staff and leadership. He helped inaugurate service on countless routes and was instrumental in helping Illinois double its service in the 2000s. And, by the early 2000s, he was running the Chicago government affairs office, later becoming responsible for all State and local government affairs and leading a staff based in New York, New Orleans, Seattle, and Oakland.

Ray was a visible, respected, and accessible leader. And he truly cared about Amtrak and all of the communities it served. He worked for eight CEOs, all of whom relied on Ray for guidance across the network. Ray, always sharply dressed, would escort them to meetings, hearings, and local communities. On one such trip, Ray was traveling to communities along the California Zephyr route with CEO David Gunn. Visiting a mayor in Mount Pleasant, IA, Gunn chose to wear a shirt and slacks while Ray wore a suit and tie. When the mayor welcomed them, he went straight to the man in the suit, shook Ray's hand first, and said: "It is a pleasure to meet you, Mr. Gunn."

In 2020, in the midst of the COVID-19 pandemic, Amtrak promoted Ray to be vice president of State supported services. His vast experience and relationships with communities across the country made him the right person for the job, and he was a steadying hand through Amtrak's pandemic recovery. Highlights of his tenure in leadership include new service in Virginia, Wisconsin, and Minnesota.

Ray's career has been nothing short of exceptional. He has been a trusted partner to my office over the years, and Amtrak is better off because of Ray's leadership—as are the millions of Americans who depend on Amtrak. I wish Ray and his wife Brenda the best of luck in this next, well-deserved chapter of their lives.

### ARMS SALES NOTIFICATIONS

Mr. RISCH. Mr. President, section 36(b) of the Arms Export Control Act requires that Congress receive prior notification of certain proposed arms sales as defined by that statute. Upon such notification, the Congress has 30 calendar days during which the sale may be reviewed. The provision stipulates that, in the Senate, the notification of proposed sales shall be sent to the chairman of the Senate Foreign Relations Committee.

In keeping with the committee's intention to see that relevant information is still available to the full Senate, I ask unanimous consent to have printed in the RECORD the notifications that have been received. If the cover letter references a classified annex, then such an annex is available to all Senators in the office of the Foreign Relations Committee, room SD-423.

There being no objection, the material was ordered to be printed in the RECORD, as follows: