

The next great medical breakthrough will come from tissue engineering where organs are grown in a laboratory, in some cases with the patient's own cells, and then implanted.

My wife, Nancy, and I recently visited Texas Children's Hospital, one of the amazing institutions in the Texas Medical Center. By bringing scientists and engineers together who are developing tissue-engineered solutions with pediatric-focused clinicians, they spur more pediatric-focused research. Nancy and I are proud of the innovative work being done at Texas Children's Hospital. We saw firsthand that Texas Children's Hospital is leading the way on the most important component of this research—pediatric tissue engineering, new organs for kids.

Leaders lead, and Texas Children's is leading the way.

□ 1900

CELEBRATING THE 100TH ANNIVERSARY OF THE GIRL SCOUTS OF THE USA

(Mr. THOMPSON of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. THOMPSON of Pennsylvania. Mr. Speaker, today I rise to commend the Girl Scouts of the USA on its 52nd annual convention and its 100th anniversary. Since 1912, America's Girl Scouts have contributed significantly to the advancement of women in our society. For generations, Girl Scouts of America have actively promoted initiatives to help young women develop positive values, a sense of service, and other virtues that turn girls into productive contributors to their community, the country, and the world. Not only that, they've advanced the Nation by instilling courage, confidence, and character that young girls draw on to become leaders and make the world a better place.

Today, there are 3.2 million Girl Scouts—2.3 million girl members and 800,000 adult members working primarily as volunteers—all dedicated to inspiring generations of girls to reach for their goals and discover their full potential.

I want to commend each Girl Scout of each generation for their hard work and inspiring accomplishments, and I wish them well as the organization embarks on the next 100 years of service. Congratulations, Girl Scouts.

CELEBRATING AMERICAN HEART MONTH

(Mr. PAULSEN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. PAULSEN. Mr. Speaker, tomorrow is February 1, and I want to recognize the month of February as being American Heart Month. Contrary to popular belief, heart disease does not

discriminate by gender. It is the number one killer of both men and women and accounts for nearly one-quarter of all deaths in the United States.

Every 34 seconds—every 34 seconds—someone in America is stricken by a heart attack, and every 60 seconds, someone in this country will die as a result of heart disease.

As cochair of the Congressional Wellness Caucus, this is an issue that is near and dear to my heart—pun intended, Mr. Speaker. Living a healthy lifestyle is one of the easiest ways to reduce your risk of heart disease. It's as simple as abstaining from tobacco, maintaining your body weight, eating healthy, and exercising every day, along with regular visits to your doctor. We should all do our part to raise awareness, staying healthy and staying heart healthy.

MAKE IT IN AMERICA: MANUFACTURING MATTERS

The SPEAKER pro tempore (Mr. HARRIS). Under the Speaker's announced policy of January 5, 2011, the gentleman from California (Mr. GARAMENDI) is recognized for 60 minutes as the designee of the minority leader.

Mr. GARAMENDI. Mr. Speaker, I want to join with my colleagues this evening to take up an extremely important subject. This is about the heart and soul and the opportunity of the middle class of America. This is about, once again, rebuilding the great American manufacturing machine. Through the last century, America came to prominence for many reasons. But one of the most important was that we knew how to make things. This was the manufacturing heart of the world.

Just 20 years ago, nearly 20 million American workers were employed in manufacturing, and that gave rise to the great middle class and the stability of this Nation, and the opportunity for an individual to get an education, go into the manufacturing sector as an engineer or as a line worker and earn enough money to buy a home, take care of their family, and pay for their education—lead and live that good middle class life.

But that was yesterday. Today, we have about 11 million people in manufacturing. We've seen the decline of manufacturing in the United States keeping pace with the decline of the middle class.

It doesn't have to be that way. Tonight, my colleagues and I are going to talk about policies that we can put in place here in Congress—policies that we must put in place—to rebuild the American manufacturing machine. Joining me is Mr. BLUMENAUER of Oregon, Ms. JAN SCHAKOWSKY from Illinois, and a couple other of my colleagues who are coming in a little later.

What this is all about is government policy. We already, on the Democratic side, have taken steps to begin the

process of reversing this very awesome and dangerous trend. For example, a year ago December, we introduced and passed a piece of legislation that took away from American corporations over \$12 billion of tax breaks that they received for off-shoring jobs. I know it's hard to believe, but they were actually getting a tax break for every job that they off-shored. Those days are significantly reduced. That's just but one example of what we have been working on.

I'd like now to just point out to you this logo. Those of us in the Democratic Party here in the caucus keep this on our desk, and we've got it on our coffee cups, to remind us that it is our mission in the Democratic Caucus to push for legislation to create American manufacturing jobs. And we're going to talk about some of these tonight.

Mr. BLUMENAUER from Oregon, I know that you're very interested in an important piece of this. I see you've got a bicycle on your lapel. Perhaps that has to do with transportation. And I will note that we do have a major transportation bill coming up here in the House later this week, or later, on the new transportation program for the next 6 years. I know you have some concerns about this, so please share those with us.

Mr. BLUMENAUER. Thank you. I deeply appreciate your courtesy in permitting me to speak, and I appreciate your leadership in coming to the floor this evening and focusing on the importance of our being able to make goods and services in this country, particularly manufacturing. There is an element, as you referenced, that is the quickest way to jump-start the economy, that would be the largest source of family-wage jobs and which would tie into a whole host of contractors and subcontractors of people who make equipment operations in this country.

You're right. Our Republican colleagues have offered up a proposal to reauthorize the Surface Transportation Act. I'm pleased to at least see something come to the floor, because the act expired 850 days ago.

The notion of our transportation legislation used to be an area of bipartisan cooperation. It was something that people from both sides of the aisle worked on and came together to focus on how we strengthen our communities, how we put people to work and how we improve the environment, transportation, and mobility. Sadly, one of the casualties of the hyperpartisan environment was this notion that we worked together cooperatively in the legislation. My Democratic colleagues did not see the legislation. At first, I was concerned that they weren't brought in to be a part of this process that I always enjoyed as a minority party member back in the day. But now when we see the legislation, we understand perhaps why it wasn't as open and transparent.

This is a piece of legislation that for the next 5 years is going to dramatically underinvest in infrastructure. It is claimed that it's a \$260 billion piece of legislation, but the revenues that they anticipate from oil and gas drilling in the Arctic are ephemeral. CBO tells us it may be 50, so it's going to have a \$50 billion to \$60 billion shortfall.

□ 1910

It guts environmental protections. It removes the power of local communities to plan cooperatively on this legislation and to be able to make sure that it meets their needs.

It is appalling to me, at a time when we are looking for ways to make things in America, to strengthen the manufacturing base, to move goods and services and put people to work at family wage jobs, that we are seeing a piece of legislation come forward that represents a failure of imagination. It doesn't even comport with what bipartisan commissions from the Bush administration recommended that it be funded at. It loses a chance for us to be able to have Americans deal with the steel, Americans deal with the equipment, Americans putting these pieces together. And over the course of the evening tonight we may be able to perhaps return to this, but I think it's important to look at this failure of vision, failure of will, failure of imagination in a way that's going to dramatically undercut the proposals to make it in America and put Americans to work.

Mr. GARAMENDI. Thank you very much, Mr. BLUMENAUER, and your work on this has been noted for a long, long time. You've been a leader across this Nation on providing all types of transportation well beyond just the bicycle, which you happen to have on your lapel. But this is a very important moment.

This week, this House, in the Transportation Committee, is taking up a long-term transportation bill. You've described all the shortcomings, but I do believe there's an alternative. Now, our colleague from Pennsylvania (Mr. ALTMIRE) would like to talk about an alternative, which is basically the Democratic alternative.

And so, as we look at this transportation bill, is there some way that we can write a piece of legislation that would give us the infrastructure and the ability to move goods and services and people and, simultaneously, enhance American manufacturing?

Please share with us your thoughts.

Mr. ALTMIRE. I thank the gentleman from California for leading the hour and for yielding some time.

I come from a region of the country in western Pennsylvania—the Pittsburgh area and surrounding region—that knows a little bit about manufacturing. And just as important, we know a little bit about the policies that have led to the loss of manufacturing, not just in western Pennsylvania, but in this country; policies that have given a

preferred tax treatment for companies that outsource jobs, that transfer physical assets overseas and then can claim a tax deduction for the cost of moving expenses. We understand that those policies have failed. They do not lead, certainly, to job and economic growth. It's quite the opposite. But they do not help America become more competitive in the global economy, which is what this House is debating right now.

And, yes, I do serve on the Transportation Committee, and we are talking about a long-overdue reauthorization of the transportation funding reauthorization.

We also, in western Pennsylvania, we have locks and dams. The roads and bridges that we have are in serious decay. Our waterways infrastructure, just as an example, with locks and dams averages 85 years old. Locks and dams that were built to withstand 50 years before they would need to be replaced are now rated in imminent threat of failure by the Army Corps of Engineers.

On the transportation side, we in the State of Pennsylvania have over 6,000 structurally deficient bridges. And in western Pennsylvania, my region, we have 1,000 structurally deficient bridges. Our infrastructure is literally crumbling around us, and we must do something about it. And that presents a wonderful opportunity for the Make It in America agenda, because when these roads and bridges and locks and dams are rebuilt, we want it to be American workers. And when the American taxpayer pays their tax dollars to fund infrastructure improvements, we want it to be done here in America. And we're going to talk more about that tonight.

I know the gentleman from California understands there's a bridge project, which is leading the discussion on this, across the country. I believe it's a \$400 million renovation. The gentleman can correct me.

Mr. GARAMENDI. That's billion dollars, \$4 billion.

Mr. ALTMIRE. A \$4 billion bridge project. And the American taxpayer is funding the Chinese to give the steel to California to rebuild this bridge. And the infrastructure improvements that are being made, certainly we'll see some benefit, but those are American jobs. And American tax dollars are going overseas for something that could be done better and more cost efficiently here at home.

So I know the gentleman wants to talk about that, but I appreciate his leadership.

Mr. GARAMENDI. Well, Mr. ALTMIRE, you're raising the San Francisco Bay Bridge fiasco, which is one that gets the adrenaline flowing in California because the State of California decided they would put it out to bid. And there were two bids that came out by the same contractor. One was a bid that said the steel would be coming from China and the other was a bid that the steel would be coming from

America. So that is not just the steel, but the formation of it and the structure itself.

So the Bridge Authority, in its infinite wisdom, decided to go with the 10 percent cheaper. Well, be careful if it's too good to believe. In this case what happened is the steel was manufactured in China. The bridge sections were welded together there. And it turns out that the welds were faulty; the inspections were faulty; the steel was not up to, and the overruns were well more than the 10 percent savings. Not only that, but you're employing some several thousand Chinese steelworkers. And mills in China are just revved up to get the steel going, and the mills in America shut down and American bridge and ironworkers were out of a job. We cannot let that happen anymore.

And so, as this transportation bill moves forward, one of the key elements in it—and this is being proposed, I understand, by Mr. RAHALL, and I think you want to talk about this in more detail—is that, associated with the program, not only is there more revenue and better in dealing with the issues that Mr. BLUMENAUER raised, but also a very, very important policy that the money will be spent on American-made products.

Please continue.

Mr. ALTMIRE. I thank the gentleman.

And I would just say briefly, I am an original cosponsor of that bill. I don't know that my colleagues are. I presume they're cosponsors.

But it's very simple, actually. All it says is we're going to do this infrastructure. We're going to come up with the resources in this country to rebuild America, to invest in our infrastructure. It's long overdue in this country. And it just says, if you're going to do that, you have to seek out American workers and American products to do that. You have to use manufacturing from American workers to rebuild our infrastructure. It just sounds so simple. And our colleagues listening today and others might be surprised to know that that's not already in the law, that we would have a preference in this country for American workers and American steel and American goods to perform our infrastructure improvements.

Mr. GARAMENDI. Well, that's exactly what we should do.

About 2 months ago, the gentlelady from Illinois spoke on the floor about a history lesson that I was unaware of. I'm not sure she wants to go into that today, but it dates back to the Presidency of George Washington. If she doesn't cover it, I'll remind her and we'll have her cover that piece of it. But I know she wants to jump in here. Illinois, a great manufacturing sector of America, as well as finance and commerce.

Ms. SCHAKOWSKY.

Ms. SCHAKOWSKY. Well, I thank the gentleman not only for yielding,

but for day after day, week after week coming to the floor and talking about something that resonates with every American, that in the United States of America it is time for us to bring jobs home and to have things that we make here stamped with "Made in America."

I also want to thank my colleague. Representative BLUMENAUER came to Chicago and convened, oh, it was maybe 100 people from all aspects of the transportation industry, contractors and actual workers, people who made the cement and people who were the engineers and would be involved in his project, Americans who are ready to work.

And, yes, at the very dawn of this country we had an industrial policy. President George Washington made sure that we thought about and created a policy for not only importing from England, who we had just split from, but actually making things. He insisted that the suit that he wore for his inauguration be made in the United States of America. And it wasn't that easy to find that suit, but he did so that he would be wearing something made in America.

Mr. GARAMENDI. If I might interrupt just a second, I'm going to complete the story you told on the floor here just by my memory. If I'm wrong, please correct me.

But he told Alexander Hamilton to develop an industrial policy for America.

Ms. SCHAKOWSKY. That's correct.

Mr. GARAMENDI. So those free traders who say get government out of the way need to go back to the very history, the very beginning of history of this where President George Washington told his Treasury Secretary to develop an industrial policy for America so that we can make it in America.

□ 1920

This is not new. We need policies that do it.

Please excuse me for interrupting.

Ms. SCHAKOWSKY. Understanding the future of this country, that if we are going to compete in a global marketplace, we cannot just be a service economy. We can't just have people working and making beds and flipping hamburgers and selling in retail stores. All these industries, all these jobs could be better jobs if they were better paid.

We need to manufacture things. We are the center of innovation. We can educate our young people to become innovators. In fact, I had a meeting this week with educators and the founder of the Austin Polytechnical Academy where they are teaching young people how to work in advanced manufacturing and the new kinds of steel mills and talking about ownership of those plants.

I wanted to say just a couple of things about what the President raised at the State of the Union address:

So we have a huge opportunity, at this moment, to bring manufacturing back. But we have to seize it. Tonight, my message to business leaders is simple: Ask yourselves what you can do to bring jobs back to your

country, and your country will do everything we can to help you succeed. My message is simple. It is time to stop rewarding businesses that ship jobs overseas, and start rewarding companies that create jobs right here in America.

I have a piece of legislation called Patriot Corporations of America that would reward those patriot companies that hire 90 percent of their workers as American workers. They would get tax breaks. They would be able to jump the line for government contracts, and it would be paid for by taking away those tax cuts.

I want to return to the issue of transportation that you raised, that my colleagues Mr. ALTMIRE and Mr. BLUMENAUER were talking about. In fact, we have done something on transportation. My home State of Illinois, along with Iowa, Michigan, Missouri, California, and Washington State, received \$782 million, my State did, for the purchase of 33 quick-acceleration locomotives and 120 bilevel passenger cars that will run on rail corridors in our States. Those trains will be designed to travel at more than 110 miles per hour between cities, will follow high-speed rail standards established by State-led Next Generation Equipment Committee. The committee will provide manufacturers with consistent specifications, reducing costs for manufacturers and customers. It is exactly the kind of coordinated government effort needed to address our transportation needs.

Mr. GARAMENDI. Excuse me. That is called the Patriot Act?

Ms. SCHAKOWSKY. No. This is high-speed rail, money that has gone to States.

I want to point out that we hear a lot from the Republicans about how the President hasn't created jobs, which, of course, he has—3 million new jobs, 22 consistent months of private sector jobs. But Wisconsin, I would like to point out, refused to accept the money from the Federal Government for high-speed rail, \$810 million to construct a new high-speed rail line between Milwaukee and Madison. As a consequence, a company called Talgo America, which was going to actually build trains in Milwaukee—and the City of Milwaukee invested over \$10 million to prepare a facility for Talgo. The company hired about 100 union workers, and 80 percent of those had been out of work for more than 2 years. That factory is going to close down this year because Governor Walker told the Federal Government that Wisconsin did not want the \$110 million in Federal investment. We are hoping that that company is going to move to Illinois to build those trains where we are more than willing to move ahead.

What I am saying here is that, in a partnership between government at all levels, Federal and State, and partnerships with private industry, like a company like Talgo, we can create millions of jobs and billions of dollars in economic activity in this country. Why we would see a reluctance, as Mr. BLUMENAUER pointed out, by the Republicans to fill this gap that we have be-

tween our need for infrastructure development and the millions of people who want to work, to make our country so much better and stronger and safer so we don't have the bridges collapsing—Mr. ALTMIRE mentioned the thousands of bridges in his State that are not safe. We have thousands of them in Illinois as well. We can do this. We can do this together. Why the reluctance to partner, I can't understand. We can make it in America and America can make it in the world, continuing as a world leader.

I thank you.

Mr. GARAMENDI. Well, don't leave us, because we are going to go around on this subject again.

Mr. BLUMENAUER, you were kind of anxious to jump in with some ideas.

Mr. BLUMENAUER. I really appreciate what my colleagues have focused on.

Mr. ALTMIRE referenced the infrastructure deficit in this country. The American Society of Civil Engineers does a 5-year assessment. The latest assessment gave American infrastructure grades of C, C minus, D, with a total unmet need over the next 5 years of \$2.2 trillion just to bring it up to standard.

They have done another interesting study talking about the cost of not dealing with the improvements. Hundreds of billions of dollars of cost are going to be visited upon the American public because we don't bring our water infrastructure up to standard.

I see from my friend from western Pennsylvania that we leak from our underwater pipes in this country 6 billion gallons a day, enough to fill 9,000 olympic-sized swimming pools that would stretch from the Capitol, where we are standing, to my friend's district in western Pennsylvania. We can do better.

The notion of talking about the consequences of not investing in American companies—I appreciate both of you talking about that bridge segment. The \$400 million that was invested for an inferior product was money that didn't deal with our manufacturing infrastructure here. It meant not only we were giving money to our competitors, but there were thousands of American workers who didn't have the work and the suppliers and subcontractors that would have been part of the manufacturing chain.

In my district, we are constructing the first American-built streetcar in 58 years. These streetcars are going to be running in Portland, Oregon, in their streetcar system. It is going to be in Tucson, with our dear friend Gabby Giffords in the system she fought for, and in Washington, DC. It is not just that these streetcars are manufactured in Portland, Oregon, but there are dozens of subcontractors' manufacturing operations throughout the Midwest that get components to build as part of this.

It is part of the virtuous cycle where, when we focus, when we invest in making it in America, we are rebuilding and renewing our communities, meeting vast unmet needs that will not just revitalize the economy but make our communities safer and healthier. Remember, each billion dollars that is invested in infrastructure creates 30,000 jobs in America.

We can make it in America. We should start with rebuilding and renewing America.

Mr. GARAMENDI. And the transportation system goes with it.

Mr. BLUMENAUER, you are rightfully talking about the glories of Portland, Oregon; however, I want to bring to your attention that streetcars are now being manufactured in Sacramento, California, near my district. I will not let you get away with boosterism without mentioning my own State and what is happening there.

□ 1930

Now, the reason that both of these plants are operating goes back to a very important action that the Democrats took here in January of 2009. Shortly after President Obama came into office, the American Recovery Act was voted on. I wasn't here at the time, but my colleagues on the Democratic side did. You voted for the American Recovery Act; and in the American Recovery Act, there was a provision for streetcars and rail systems, locomotives, that they be manufactured in America.

The direct result of that—not speaking of Oregon, because I don't know—but in California the direct result of that is that one of the largest manufacturing companies in the world, Siemens, came to Sacramento, built a factory to manufacture streetcars, and now they're producing eight locomotives for Amtrak as a direct result of a specific provision built into the American Recovery Act, the stimulus bill, that said you get the money but you've got to spend it in America on American-made products. That's what we need to do.

Joining me now, I see my colleague in part of the East-West program here, my colleague from New York (Mr. TONKO). Welcome.

Mr. TONKO. Thank you, Representative GARAMENDI. Thank you for bringing us together for a very thoughtful hour of discussion about the need to invest in America's infrastructure.

What I like about the comments made here are that we have the tools within our grasp to make a difference, to invest in the infrastructure, whether it's safety on the highways, whether it's dealing with environmental soundness as an outcome, by promoting public transportation, or by enhancing energy efficiency at our water treatment facilities, which is something I worked on when I was president and CEO in NYSEDA, New York State Energy Research and Development Authority.

But prime in the focus of this investment in infrastructure is an outcome

that speaks to the reigniting of the American Dream. We have work to do.

This dream should not be beyond the grasp of Americans, certainly not beyond the grasp of America's middle class. The underpinnings of the support for reigniting the American Dream, embrace small business, which is the pulse of American enterprise that speaks to the moms-and-pops that raised a family based on a business that they developed, and they can feed this plan to rebuild America's infrastructure.

It's also driven by the dynamic of entrepreneurs, the doers, the believers, the dreamers. Those pioneers that made things happen in this country are out there ready to respond to a present-day, modern-day, cutting-edge retrofit of infrastructure in this country.

It speaks to empowering the middle class.

Those three legs of the stool are what reigniting the American Dream is all about. We have work to do. Unfortunately, it's not being done in this Chamber. We need a progressive agenda, embraced aggressively, to bring about an outcome that grows jobs driven by reigniting the American Dream.

I represent a district in the upstate reaches of New York that was impacted in 1987 by the collapse of the interstate highway bridge, brought down by the flood waters of April of '87, equal to the flow of Niagara Falls. We lost, I believe, 10 lives in that incident. We saw what economic crippling occurred in that given region. You could not transport your products, the area lost volumes of visitors, and there was an economic consequence to that failed infrastructure caused by Mother Nature. There are samplings of that around this Nation.

That incident and the data that are assembled based on similar experiences should motivate us, inspire us to invest in our infrastructure. Water, an essential for industry, for residents, water efficiency, energy efficiency as you're dealing with water treatment facilities, can be upgraded in a way that addresses the bigger picture of energy policy inextricably linked to the economic comeback, linked to the grasping of the American Dream.

When you look at a number of our communication and energy retrofits that are required to provide for energy self-sufficiency for enabling cottage industries to be developed in remote places, if you broadband out to those areas, great things can happen.

So, Representative GARAMENDI, my statement is let's reignite the American Dream. We have work to do; and we can do it through small business, entrepreneurs, and a thriving middle class. The thriving middle class is the pulse of the Nation. If the middle class is doing well, America does well.

Any democracy around the world is most effective, most strong if it has a thriving middle class. Let's go forward with the agenda. It's possible. We have

the intellect. Let's embrace America's intellect as the intellectual capacity, and let's get it done.

Mr. GARAMENDI. You've used some very, very challenging words for us, reigniting the American Dream.

We have an opportunity. It's this week. This House is going to take up in the Transportation Committee an extraordinarily important bill that speaks to the transportation infrastructure. The way that bill is currently structured, A, it's underfunded—it can only add to the deficit or not fulfill its mission and its purpose—and B, has nowhere in its requirements that will cause jobs to be in America.

For example, here's what we presently do. We presently use our tax dollars. We send them overseas to buy buses and rail cars and ferry boats and the like. When this bill leaves that committee, and certainly if it were to leave this floor, it must have a make-it-in-America provision so that our tax dollars are spent on American-made equipment, buses, trains, steel, bridges, whatever. Why in the world we would export our money and our jobs is beyond my understanding.

But the bill as presently composed has no make-it-in-America provisions. It can be done. Those ideas have been presented.

I'm going to take just one more second and put up one more of my favorite charts, which happens to be my legislation, H.R. 613. It simply says: "If you're going to use American taxpayer money to do a high-speed rail or build a bridge or a bus, then it's going to be made in America."

Mr. ALTMIRE, you were talking about this earlier. Let's reignite the American Dream and build the middle class by making things in America.

Mr. ALTMIRE. I thank the gentleman.

The gentleman leads me directly into what I was going to talk about. I wanted to make a couple of points.

One is we talked about the transportation bill, which we're going to be debating in the Transportation Committee, later on the floor of this House, maybe as soon as next week. Funding is a key issue. We've all referenced funding—where is the money going to come from—and that's a discussion that we're going to have as a country. Justifiably, we've had hours, days, months of discussion and intense debate in this Chamber and in both sides of this Capitol and around the country about spending, about what are our national priorities. Have we been spending money inefficiently? Are there things that we can redirect spending towards or away from, whatever the case may be?

But with regard to infrastructure, when I'm back home and I talk about spending, I talk about setting priorities, and I use the example that any family in America is going to understand, any business in America: if you have a leak in the roof that you discover, that leak is not going to fix itself.

Mr. GARAMENDI. How did you know my problem?

Mr. ALTMIRE. Right. You have to find a way to pay for it because it's only going to get worse if you ignore the problem.

Now, you might say as a family, you know what, we can't take the kids out for that steak dinner. We can't go out to see the movies this month like we were talking about. But we have to find a way to fix this leak because it's only going to get more expensive, it's only going to get worse, and it's only going to create more damage if we ignore that problem.

I talked earlier about the state of our roads and bridges, the state of our locks and dams; and the gentleman's chart shows the first word on that chart is "airports." Our aviation infrastructure in this country is as out of date as any other developed nation on the planet.

□ 1940

Our air traffic control system literally operates with 1950s technology.

One of the debates that we are having with infrastructure and aviation is this NextGen system, which is where we would utilize what has become commonplace everywhere else in the country: the system of satellites and GPS. It just makes common sense. The reason we have such bottlenecks at the major hub airports in the country, which affect everybody in this country, is that even if you don't live in that city, you're affected by it because that plane is going to be coming to your city; and if it's delayed, it affects you. We have those delays worse than anywhere else on the planet because of the state of our infrastructure with aviation and with airports.

It touches every type of transportation infrastructure you can think of—waterways, rail, roads, bridges. It is critically important.

This is a tremendous opportunity for America. In using American workers, in using American resources, we're all going to win from this; and that's why I support the gentleman's plan.

Mr. GARAMENDI. I thank the gentleman from Pennsylvania very much.

It's about jobs, isn't it?

Mr. ALTMIRE. Yes.

Mr. GARAMENDI. At the end of the day, it's about jobs.

Those jobs, if they're in the manufacturing sector, will be middle-American jobs, and it will reignite the American Dream. Men and women can see the opportunity. They can see the opportunity to buy a house, to educate their kids, to take care of their families, to put food on the table. That's the American Dream, and we intend to reignite it.

Ms. SCHAKOWSKY, if you would carry on here, you have more things, and I know you were talking earlier about some of them. So, please.

Ms. SCHAKOWSKY. I wanted to go back to this theme of a robust middle class. It's really in the manufacturing

sector. It's really making it in America that built the middle class in our country. Yet there are people—and you hear it all the time—who say, you know what, these jobs are never going to come back. Just forget about it. We're not going to do this kind of manufacturing in America anymore.

Why would that be?

That is a myth that we have to bust. Of course, we can make it in America. We're not going to necessarily see factories where people are doing those kinds of repetitive jobs, and we don't want to see those dirty smokestacks come back. It's the vast manufacturing, the manufacturing for the 21st century and beyond, of clean jobs and of creating energy-storing batteries that we need and that we can export all around the world—the wind turbines that need to be built all over the world. Those innovators are here. Instead of turning it over to some other country—to China or some other country—to then make the stuff or create the supply chain, we should make it right here. With transportation costs going up as they have been, it's actually becoming economically advantageous to make it in America. That's why manufacturers are actually coming back, and we want to encourage that at every step.

So the idea that somehow making it in America—factory work—is passé is absolutely wrong. That's what the Democrats have been saying, and that's what our Make It in America agenda is all about, that we are going to be the creators, the thinkers, the engineers, the factory owners.

And do you know what? We actually have a succession problem in the factories that we have right now. Instead of thinking, in order to make it, you have to go into the financial sector, where absolutely nothing is made, we have to encourage our young people: go into business, the business of making things. Start figuring out how you can be a leader in a manufacturing plant, in the manufacturing process, which is going to lead this country in the 21st century.

It is all there, waiting for us, if government will be a partner, not just creating the jobs but partnering with the private sector to make it all happen.

Mr. GARAMENDI. That history of partnership goes back to the very first President of this Nation. George Washington set up an industrial policy: Mr. Hamilton, Go out and develop an industrial policy because we're going to make things in America.

So at the very earliest day of this Nation, government and the private sector became partners to make things in America and to make a great manufacturing sector.

Ms. SCHAKOWSKY. President George Washington knew if we didn't do that, that we would not see the United States of America becoming a world leader or even putting its own people to work and being able to grow.

Mr. GARAMENDI. Mr. TONKO, a few moments ago, you talked about re-

igniting the American Dream. So how are you going to do that?

Mr. TONKO. I think there are a great number of things that we need to invest in in order to make it happen; but let me preface that response with a description, if you will, of the 21st Congressional District.

As I stated earlier, we are a chain of mill towns given birth to by the Erie Canal. The waterways of the 21st Congressional District can easily be defined as the ink that wrote the history of the Industrial Revolution. They were the gateway to the Westward Movement. What you had there were ideas from people working in factories, oftentimes the immigrant patterns entering this Nation, the very first stages of immigrants. So that American Dream was ignited there in a scenario that was very much deemed rags to riches. People came here with nothing but an idea and the hope to build for their families. They provided the fuel that created the Industrial Revolution, and so America became this promised land.

Our best days lie ahead of us. We, as a sophisticated society, based on our humble roots, developed some of the primary products that are now manufactured in other nations; but we need, as a sophisticated society, to step up to the plate and do those product deliveries now that are not yet on the radar screen. We have it within our intellect to be able to do that; but when it comes to the infrastructure, we need capital; we need physical infrastructure; and we need human infrastructure. That's what we're looking to do with our Make It in America agenda, produced by the Democratic Caucus in this House, and we need action on these legislative items in order to make things happen.

Let me just close with this statement for now.

My district was ravaged by storms this past August. In late August, we were hit with Irene and Lee, and the infrastructure was devastated. People lost homes, homes that were entirely swept into the waters. People are still repairing homes that we hope will be recoverable. The infrastructure needs of taking a navigation channel like the Erie Canal and retrofitting it for flood design purposes so that it can be there as flood control infrastructure is an enormous mission. It's not just the engineers and the teams of construction workers who will put this together. You will need hydrogeologists to determine what the best patterns are. If we're going to simply build bridges at the same height and at the same span as currently exists when all the forecasts are that you're going to have greater amounts of water flowing, based on historic data now that are available, then that is foolish government. We need smart government. People want thoughtful government.

There is a way to embrace a recovery for these flood-torn areas and to rebuild their infrastructure by reaching

to all elements of manufacturing and intellect that can build an agenda, that builds this Nation—and that is going back to our pioneer roots, to a rags-to-riches scenario that is driven by the initial American Dream. We need to reignite that American Dream. We need to do it with innovation, education, higher education, and research, research into how best to do things so that we are ahead of the curve, not constantly reacting to issues with a Band-Aid approach.

Mr. GARAMENDI. We have work to do.

Mr. TONKO. We have work to do.

Mr. GARAMENDI. We need to put these things in place.

Let's see, we've had the Northeast, New York. We've had the Midwest. We've had western Pennsylvania. How about Texas? Let's go to Texas.

SHEILA JACKSON LEE, thank you for joining us tonight.

Ms. JACKSON LEE of Texas. It's a pleasure to join the gentleman from California and my colleagues from the great State of Oregon, the great State of Illinois, and the great State of New York. I heard earlier this evening that it's okay to say happy new year up until the end of January, which happens to be today; and I certainly wanted to start the year off right by joining you again and really pleading with our colleagues.

I just want to briefly talk about what my good friend from New York mentioned with regard to reigniting the American Dream, which I am zealously advocating, really, across my State and across the Nation; and I am adding to that: building ladders and removing obstacles.

I also see the work of the gentleman from California as really focusing in on an age-old problem. I want to call up a dear friend who is the former chairman of the Transportation Committee, Chairman Oberstar.

□ 1950

Just a few years ago he watched his own community have a horrific incident that many of us in America continue to be shocked at, the collapsing of a bridge, the literal collapsing of a bridge and, of course, there was loss of life, devastation and fear, and an economic loss for people who could not be connected. That's not the America we know and love.

So why this is so important—and let me just suggest that there are so many variables—there are thousands of soldiers coming home from Iraq who are willing to sacrifice their lives for us, and those who have come back are now seeking opportunity. That's another component of individuals who want to work, although this administration, this Congress has been excellent in veterans preferences and seeking to employ them.

Every one of them will say they don't want a handout. They have been able to do massive work overseas that gives them the skills so they could be en-

gaged in the reconstruction, the infrastructure work of airports, highways, high-speed rail, trains and transit, and we can give them the opportunity of reigniting the American Dream.

We know that what we must do is build on the working class and middle class. We must build on opportunities for young people who may choose a 4-year college, but as the President said last Tuesday, may choose a community college that gets them into job skills. So most economists will say that this is not a time to be, in essence, Scrooge.

When times are hard, you invest in human capital. And as someone who represents one of the largest airports in the country, George Bush Intercontinental Airport, and is also in a community that has Ellington Airfield and Hobby Airport, it is truly key to be able to work on the infrastructure. As someone who comes from the coastal areas—and I want to present to the gentleman my legislation that talks about deficit reduction and restoration of coastal areas using the energy industry—but looking at it from a positive sense, all dealing with manufacturing, because manufacturing does matter.

Let me just say this in conclusion: Our friends or those who want to speak negatively are absolutely wrong that we don't have the genius of manufacturing. In fact, I can document that factories are coming back to America, that the high cost of labor for our friend and sometimes challenging ally, China, is going up, that the cost of having factories there is difficult, and there are obstacles such that now our American companies who are even thinking of going are looking at the agility of the skills of American workers.

You cannot underestimate the genius of American workers, the enthusiasm of American workers, the willingness to go into factories, the ability to build them, and I take on anyone who has suggested that our logistical or supply chain does not work. Frankly, let some of our military personnel who are now coming back, who are going into civilian life, let them show you how to do a logistical supply chain.

So I believe that manufacturing is here to stay. Just a news clip today talked about an individual who, with tears in his eyes, was talking about bringing back manufacturing of furniture in the Carolinas. I think in this instance it was North Carolina. He was excited. He was emotional about the fact that his father had left him this legacy. He was bringing it back.

Despite some of our friends who are talking about they can't make certain iPhones here in the United States, I frankly believe that our technology sector is alive and well, and that we're going to be building more, and certainly the infrastructure begs out, in tribute to our dear friend, Chairman Oberstar, and many others who have talked for years, as I joined him, and as I join my colleagues, to say that I believe we live in the greatest country in

the world. I believe that there is nothing better than reigniting that American Dream, and I believe that once we move the obstacles and build the ladders, we'll be building airports. We'll be talking about high-speed rail.

Thank you to this administration for not abandoning it. We'll be doing the trains, we'll be doing the infrastructure, and we'll be putting people back to work. I can't imagine a better way to start off the new year.

I must leave this in tribute to a pastor's words I heard on Sunday: 2012 will be the year of uncommon favor. That's because we are not going to give up on the American worker and this great Nation.

I thank the gentleman for coming to the floor and allowing me to share with him.

Mr. GARAMENDI. Ms. SHEILA JACKSON LEE, thank you very much for once again joining us in these dialogues and how America can make it. Certainly if we make it in America, we'll be well on our way. Manufacturing does matter.

Just this last weekend I was in one of the small communities of California, the town of Colusa, very small, 6,000 people. There was a General Motors-Chevy-GMC truck dealer that came up to me—it was a crab feed—and we were chatting, and he came up and he said, I just want you to know that I'm still in business.

I thought about that, well, that's a strange way to start a conversation. I'm still in business. And I said, it was President Obama that made a very courageous decision to bail out General Motors, and in doing so, not only does General Motors survive, but maybe tens of thousands of the supply chain manufacturers survived. And way off in California, a little town, up in the Sacramento Valley, an auto dealer said, I'm still in business.

He would have been gone, along with tens of thousands of other manufacturers and hundreds of thousands of jobs, if President Obama, together with this House, with the American Recovery Act providing the money, President Obama had not stood forward and said, I will not allow General Motors and Chrysler to die, not on my watch. Those two companies are now in business and profitable.

There is a partnership that needs to exist through time, beginning with George Washington and carried through, as you described the Erie Canal which was, what, 30 years after that, a partnership of business and private sector working together to create opportunity, to create the American Dream. Our task is to reunite it.

Mr. TONKO, why don't you pick it up.

Mr. TONKO. Representative GARAMENDI, thank you again for bringing us together.

But when you speak to the history of the Erie Canal, it was devised because of economic tough times. This Nation was struggling at the moment, and we responded by building. We didn't walk away and cut our way through; we

built our way to opportunity and prosperity.

And so as we look at the present moment, reigniting the American Dream begins with those underpinnings of support, investing in capital infrastructure so that there are the dollars available for research and retrofitting America's business community, its manufacturing base, which was for far too long ignored. It also requires the investment in human infrastructure. It is totally unacceptable to develop jobs in our Nation that will grow as we develop automation with advanced manufacturing, to not invest in the nurturing of skill sets within the American worker, totally unacceptable to not do that.

So I tell people now, as we tour with our roundtables on manufacturing, that there are thousands of jobs across this country waiting to be filled because there is an automated process that has been engaged in for manufacturing. And I have, at my community college base, training that is done for automated manufacturing.

I have within my technical 4-year college base and grad school base in the region—RPI and Hudson Valley Community College come to mind. But they allow, through incubator programs, to develop automated response to a particular manufacturer that we visited, Kintz Plastics. And Win Kintz reminded us that he has now been able to compete internationally by not necessarily doing it cheaper but smarter, and that's what the tools we require here are all about.

It's putting the capital, human, physical infrastructure demands into working order so that we're realistic about providing hope to America's working families, all by reigniting the American Dream. And yes, Representative GARAMENDI, we have work to do. Let's do it in this Chamber.

Mr. GARAMENDI. Mr. TONKO, thank you very much for your leadership and your steadfastness on this issue of rebuilding the American middle class. The President spoke here less than 2 weeks ago on the issue of manufacturing, on the issue of jobs and making it in America. We need to follow up with that.

We have an opportunity this week, and I would ask my Republican colleagues to pay attention to what we're saying here, in the transportation bill that should be marked up, put together in the Transportation Committee, there is an enormous opportunity to put in place policies that allow the American manufacturing sector to thrive as we spend our tax money on infrastructure issues, on buses, on trains, highways, and bridges. All of those essential transportation needs we ought to couple that with the notion that that money must be spent on American-made equipment.

□ 2000

It's a simple concept, but it is so powerful and it will create jobs, and

that is our task, to reignite the American Dream, to put in place all of the ladders so that the middle class can once again succeed, eliminate the barriers that exist and get on with building America. Make it in America so that America can make it.

With that, Mr. Speaker, I believe my hour is nearly up. I thank my colleagues for joining us, and I turn this over to our Republican colleagues and hope that they will be responsive to our plea that we use the transportation bill to make it in America.

I yield back the balance of my time.

REGULATIONS STIFLING AMERICAN ECONOMY

The SPEAKER pro tempore. Under the Speaker's announced policy of January 5, 2011, the gentleman from Texas (Mr. CARTER) is recognized for 60 minutes as the designee of the majority leader.

Mr. CARTER. Mr. Speaker, that was an interesting conversation we just heard. I was very impressed by that. And I agree, we need to expand infrastructure. Everything that was said there is important.

You know, I've been talking on the floor of the House about regulations recently; and as I listened to my Democratic colleagues talk about infrastructure, I was reminded that we have a bunch of new regulations on cement that are going to drive our cement industry out of the country. It's going to be a little tough to build bridges without cement. We have moratoriums on oil and gas. Asphalt is made with oil, so we need to think out these projects as we go forward.

Today I'm going to talk about some regulations, and I'm very grateful to be joined by numerous of my colleagues; and we are going to be talking about some new regulations that are going to attempt to be imposed upon an industry that is struggling and will, quite honestly, be a setback, in my opinion.

I'm going to start off by recognizing Mr. GUINTA and letting him tell us his comments on the subject of the new 54-mile-per-gallon rules that are being proposed for our automobiles.

Mr. GUINTA. I thank the gentleman from Texas, and I thank you for your hard work in trying to protect small job creators, not just in your State but all across the country, in your proposal and amendments and legislation to try to address what I think is an unjust, overregulated approach to negatively affecting not just the auto industry but also the consumer.

Earlier last year, the EPA and California regulators, of course under the guidance and direction of President Obama and his White House, proposed the most expansive regulations ever on the auto industry. Estimates suggest that the cost will be \$157 billion. This is at a time, I remind you, when we have a debt and deficit of about \$16 trillion and \$1.3 trillion to \$1.5 trillion, respectively. This is not a time when

this administration should impose greater oversight, greater regulatory challenges to job creators in America.

I want to remind those who are listening, as I take a look at an article written in *The Wall Street Journal* back in September of last year, September 14, it talks specifically about this piece of legislation and how new cars and light trucks would have to increase their fuel economy to 54.5 miles a gallon. And the White House officials actually commented in that article. They commented that the proposed fuel efficiency target could raise average vehicle prices by about \$3,000. This administration acknowledges that their overregulation will increase the cost of an average vehicle by \$3,000.

Now, if you think about that, when an individual goes to purchase or lease a vehicle, they sometimes use a 3-year window, maybe a few more months, 39 months, and I find it interesting that we are about to extend the payroll tax for the balance of the year, which would give the average American \$1,000 back in their pocket. And the Obama administration would like to take that \$1,000 from the consumer pocket and put it back into the coffers of the Treasury.

I find that bad public policy, to say the least, not in the direction of trying to reduce our debt and deficit and have a pro-growth economy, and I think it stifles the auto industry. And most importantly, it stifles small business owners across the country.

I just want to share with you, briefly, statistical information about this industry in my State of New Hampshire. We have about 800 different businesses within this industry; 25,000 employees in New Hampshire, alone, that would be affected by this regulation.

I'm concerned about the job loss around the country. I'm concerned about small business owners having access to capital, being able to continue to survive through this down economy. And I'm concerned about those employees who work for those job creators, our friends and our neighbors. They're not Democrats or Republicans or Independents. They're Americans, and they're demanding that this Congress stop the regulatory oversight from President Obama and his administration and the EPA. We are trying to do that on behalf of the American public. I think it is a smart way for us to give back to not just the consumer but the job creators who we so desperately rely on for a pro-growth economy.

The final point that I would like to make is that, in addition to the \$3,200 estimated increase in the cost of the vehicle acknowledged by the President and his White House, this regulation would also essentially take the \$15,000 vehicle out of existence. We would not be able to, as consumers, access an affordable vehicle for ourselves or for anybody who's purchasing a vehicle, for that matter. The very middle class that our friends on the other side of