

and duties: security, our Nation's infrastructure. There are certain things we're responsible for. We're not against those things. We just think they need to be done in a smart and efficient fashion.

When you look at the last time the stimulus, giant amounts of money were spent before this most recent round of stimulus spending under the Obama economy, the last time we got things out of it like the Hoover Dam. We got something for it.

Out of the stimulus spending, which was sold primarily as a jobs bill because it was going to create transportation infrastructure, less than 7 percent of that \$800 billion stimulus bill actually went to transportation and infrastructure.

So it's not that Republicans don't support making sure those things take place. We're here to require some accountability. We're not going to throw money at it and hope that that works. We recognize there's something broken here in Washington. We have now passed well over 15 bills to get jobs growing to fix that thing that's broken. And we just need some help from folks on the other side of the rotunda.

Mrs. ROBY. I would just say this, too: I think the American people ought to be begging the question to the Senate as it relates to the tardy 22 bills that they have sitting over there on their side that we know will create jobs. They need to ask them specifically, their Senators, why are you opposed to this? What is your sound objective? What is your reasoning? We want to create jobs. We're out of work.

□ 2000

Earlier, I said another word for "forgotten" because the forgotten 15 has slipped our minds. It has just slipped our minds. We need to remind these Senators over there. All Americans do. They need to pick up the phone and ask, What's your opposition to these 22 bills that will create jobs and put America back to work so that we can be a thriving economy once more?

Mr. GARDNER. America's job creators, the plan that we have come up with to get this economy moving forward again, it's embodied in the forgotten 15, and the other bills that we have passed to join the forgotten 15 are piling up in the United States Senate, all these bills with the simple goal of empowering small businesses and reducing government barriers to job creation.

Fix the Tax Code to help job creators. Nobody opposes these ideas. Nobody opposes these ideas. If you go to Americans around this country and ask them, should we be encouraging entrepreneurship and growth, they're going to say "yes," and that's exactly what these bills do.

I'm sure that you're hearing the same thing in your meetings.

Mrs. ROBY. The private sector is sitting on trillions of dollars. We know that. The money is there to jump-start our economy, but because of all this

uncertainty, no one is spending these dollars to reinvest in their private businesses.

Mr. KINZINGER of Illinois. Yes.

How many times is Washington going to be dishonest with us and just say, I know it didn't work in the past, but it's going to work this time? The President himself said the shovel-ready jobs—chuckle, chuckle—weren't so shovel-ready after all.

That's fine—because it doesn't work.

This plan right here, this will work. The American people are our jobs recovery plan. The American people doing what they can do best, that's the recovery plan. It's not another \$500 billion.

Mrs. ROBY. And getting the government out of the way so that they can thrive.

Ms. HERRERA BEUTLER. Absolutely.

I think, for those controlling this time, it's important to recognize, if you want more details about these jobs, the forgotten 15, jobs.gop.gov is a good place to go. If you want pick up the phone and call your Senators, there's the Reducing Regulatory Burdens Act, there's the EPA regulation bill, and there are several more bills that the other side needs to hear from the folks from home on.

Mr. GARDNER. I want to thank everybody for participating in tonight's discussion about our plan for jobs, about what we're going to do to get this country back to work. For 32 months, this country has faced unemployment of over 8 percent.

I want to share a story that happened just a couple of weeks ago when I had the opportunity to sit down with some employers around the State of Colorado. We were in a restaurant, and had the opportunity to discuss what regulations are doing to our economy—over-regulations, as mentioned here tonight. We all believe in smart regulations, in those regulations that make sense but that aren't overly burdensome to job creators. As we had this conversation, we talked about what burden we were placing on future generations, the high unemployment rate, with nearly 14 million people who are out of work, and what we were going to do to help America's working families make ends meet once again.

We had a waitress who was coming in and helping everybody, taking orders and working very hard that morning. After we were done, we walked away, walked out. The conversations were going, and I was the last one to leave this meeting. Just then, the waitress who was working in that room came up to me and grabbed me by the shoulder.

She said, Hey, I liked what you guys were talking about, because this is my second job. This isn't my only job. I'm trying to start a business, and I'm trying to work here while that business gets off the ground. We're trying to make ends meet so that I can get that business going, and I'm trying to work here.

As to what you talked about, the regulations that are hurting businesses, the taxes that are giving an uncompetitive advantage to people right here, that's hurting her ability to get her job going, and there she is, working a second job, and there are people out there with third jobs and trying to make ends meet.

I want to thank everybody for participating tonight, and I encourage people who may be interested in the Republican jobs plan to visit jobs.gop.gov.

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

FURTHER MESSAGE FROM THE SENATE

A further message from the Senate by Ms. Curtis, one of its clerks, announced that the Senate has passed without amendment a bill of the House of the following title:

H.R. 818. An act to direct the Secretary of the Interior to allow for prepayment of repayment contracts between the United States and the Uintah Water Conservancy District.

The message also announced that the Senate has passed a bill of the following title in which the concurrence of the House is requested:

S. 1487. An act to authorize the Secretary of Homeland Security, in coordination with the Secretary of State, to establish a program to issue Asia-Pacific Economic Cooperation Business Travel Cards, and for other purposes.

THE PROGRESSIVE MESSAGE

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

Mr. ELLISON. Thank you, Mr. Speaker, for recognizing me for this hour.

I am going to speak for a time, and then I am going to yield my time to the gentleman from Illinois (Mr. JACKSON), who has an important message, but I would like to start by just talking to the American people about the Progressive message.

You can sit at your television sets and you can watch this broadcast. For the last hour, what you would have heard is people claiming that you can get jobs by just taking away our health and safety rules, by just getting rid of regulation—and magically, we're going to get jobs. Well, we've had the Clean Air Act in place since the early seventies; we saw record job growth in the 1990s; and we have seen the Bush era, which was when the Republicans had the House, the Senate and the White House—the lowest job era in modern memory. They have tried their way, and they got us into this mess.

I will never forget that it was January 2009 when this country lost 741,000 jobs in that month alone, and the

Democrats and President Obama have been building it back ever since.

The Progressive message is about the antidote to that line of argument—that the rich don't have enough money, that the poor have too much, that asking our American corporations to look after health and safety laws is too much of a burden, that we have to sacrifice our lungs so that some multinational can make even more money.

No, no, no.

The Progressive message is where we stand up for small business people, where we talk about the right to organize on the job, where we get into the conversation about civil rights and human rights, where we talk about peace at home and abroad, and where we talk about the importance of protecting our environment.

I want to welcome a great Member from Texas, Congresswoman SHEILA JACKSON LEE, who has just joined me for the moment. I thank the gentlelady for joining me with the Progressive message.

Ms. JACKSON LEE of Texas. I am delighted to join my friend and colleague from the great State of Minnesota—the distinguished cochair of the Progressive Caucus, of which I have the privilege of serving as a vice chair.

I truly want to say to our colleagues that the Progressive Caucus has been on the mark, and in fact it stays on a pattern, frankly, that should draw good-thinking, well-intentioned Americans from both sides of the aisle. Let me recount for my cochair the number of job fairs and summits that we've had. We have not yet finished, and we'll probably go into 2012.

I want to focus on just a couple of points that I believe have been the Progressive message. It is the good Samaritan message, the secular good Samaritan message: that we're all in this together. It is to recognize that the Nation is not so broke—or it is not broke—that it cannot help the most vulnerable.

In a supercommittee hearing, it was delineated by the head of the OMB that, actually, Mr. ELLISON, our debt-deficit is 8½ percent of the gross domestic product. That means that 92 percent is rolling along, not the way we would like it, but it is rolling along. It's as if we took a family's budget, and they said, "You know what? We have less than 10 percent debt—we've got 100 percent, but 10 percent debt. Let's work to diminish that debt, but let me not stop feeding the three children, and let me not stop paying the mortgage," if that were the ratio of our debt.

I think it is important for the Progressive message in that we are saying there are ways of pulling us up by our bootstraps:

One, we can close our eyes, and in a moment, the Bush tax cuts can expire, and we will generate billions of dollars that will help promote jobs. We can pass the Jobs Act, which really focuses on infrastructure, providing for our veterans, small businesses, and in fact,

focuses on creating the millions of jobs that we can generate out of that particular legislation. We can eliminate the discrimination of the chronically unemployed, and we can give a \$4,000 tax credit to employers for hiring, as I indicated, the long-term unemployed.

□ 2010

Are we remembering that on December 31, 2011, we will be bringing home—or by that time, our President has said that soldiers from Iraq will come home? That is an immediate infusion of dollars back into our bank account; although, we must be able to protect our soldiers who are coming home and provide for them.

We have on the horizon, Mr. Speaker—and I know that all who are listening are excited about the fact that an omnibus jobs bill is about to come forward from the Progressive Caucus. But the only reason I just say that without giving the details of it is we have found a way to pay for creating jobs and answering the clarion call of the American people. So I believe the Progressive message is the secular Good Samaritan, that we cannot leave the vulnerable along the streets and highways of despair. We must be able to ensure that we are looking out for those who cannot look out for themselves.

I will finish on these two points: The supercommittee is doing the very best that it can do. I am grateful that we will be opening opportunities for our own hearing in the coming week. But there is a dilemma; and that dilemma is that there is a certain amount of the vulnerable, needy of America that are protected, but there are some that are exposed. And what that means is that we will be looking in the face of America in 2012, looking back in our rearview mirror, and we will see along the highway of life the despair in those that have been left out by the draconian cuts that had to come because we have raised no revenue. That is a crisis.

And if I might do a personal moment on my final closure. If we have States like the State of Texas that are, in essence, left with elected officials who have "N"-head Rock—and I am coming to my closure, so you can understand how I prioritize what we should be doing. The "N"-word Rock. We have got States—I come from that State. I am ashamed of that description but am proud to make it known on the floor of the House. Or we have State agencies that we fund. The Texas Motor Vehicle Board—the State of Texas gets Federal funds—was about to issue a Confederate license plate issued by the State of Texas on November 10. I will be in Austin to oppose it.

But the reason why I say that is, if we have time to deal with these negatives, do we not have the time to galvanize States and Representatives and Governors to focus on the most vulnerable? Don't we have time to call for the voices to be raised, to be able to give encouragement to the supercommittee, encouragement to those who are not

willing to raise revenue, that the better way for America is to take that 8.5 percent deficit opposed to the GDP, boost the GDP, build, rebuild, create jobs, create jobs for small businesses? Let's steer ourselves away from negative Confederate flags and "N"-head and get all of the States to work together, Democrats and Republicans, to follow the Progressive message, which is liberty and justice for all and opportunity for all.

I thank the gentleman for yielding to me on this occasion.

Mr. ELLISON. I thank the gentlelady.

In a moment, I will yield to my good friend from Illinois, JESSE JACKSON.

But I do want to say that as you talk about the least of these, we are talking about poor folks who need some home heating oil, children who need Head Start; right? We are talking about people who need the SNAP program, the food stamp program. We are talking about students who need some help to be able to afford a college education.

And my question is: Will the rich and the wealthy and the well-to-do of America pay a little bit more to help this happen? Bank of America didn't pay a single penny in Federal income tax in 2009. Boeing, despite receiving billions of dollars in Federal Government contracts every single year in taxpayer money, Boeing didn't pay a dime in U.S. Federal corporate income taxes between 2008 and 2010. Citigroup. Citigroup's deferred income taxes for the third quarter of 2010 amounted to a grand total of zero. At the same time, Citigroup continued to pay its staff lavishly. John Havens, the head of Citigroup's investment bank, is expected to be the bank's highest paid executive for the second year in a row, with compensation of \$9.5 million.

ExxonMobil, Big Oil, dodgers, use offshore subsidies in the Caribbean to avoid paying their fair share. Although ExxonMobil paid \$15 billion in taxes in 2009, none of it went to the American Treasury. This is the same year that the company overtook Walmart in the Fortune 500. Meanwhile, the total compensation for ExxonMobil's CEO was about \$29 million.

Of course General Electric, 2009, the world's largest corporation, filed more than 7,000 tax returns and still paid nothing to America's Government. GE has managed to do this with the aid of a rigged Tax Code that essentially subsidizes companies for losing profits and allows them to set up tax havens overseas.

So let me just say, on behalf of the people who need food stamps, on behalf of the people who need college tuition, on behalf of the folks who need home heating oil because of cold winters, on behalf of the people who are struggling to make it in America today, will our most privileged Americans do anything? The Progressive Caucus thinks they ought to do something.

Ms. JACKSON LEE of Texas. Before you close, I want to just comment on the gentleman from Illinois.

Thank you, Mr. JACKSON, for what I know you are about to begin, which is an eloquent presentation on the importance of construction. It looks as if the airport that you have been fighting on for many years, and if we would listen to you on the particular project that you are speaking of, but also as we look to infrastructure around America, we would be able to create what I'm getting ready to see. We would be able to compete with some of these other nations that he will cite that will have probably more airports than the United States.

I just want to thank you, Mr. JACKSON, for your astuteness, and we look forward to hearing you. And thank you for the Progressive message.

Mr. ELLISON. Thank you, Congresswoman.

Let me yield to the gentleman from Illinois who is going to talk to us about infrastructure, very important, putting Americans back to work.

FURTHER MESSAGE FROM THE SENATE

A further message from the Senate by Ms. Curtis, one of its clerks, announced that the Senate has passed a bill of the following title in which the concurrence of the House is requested:

S. 1759. An act to facilitate the hosting in the United States of the 34th America's Cup by authorizing certain eligible vessels to participate in activities related to the competition.

CONSTRUCTING NEW AIRPORTS IN AMERICA

The SPEAKER pro tempore. Under the Speaker's announced policy of January 5, 2011, the gentleman from Illinois (Mr. JACKSON) will control the remainder of the hour.

Mr. JACKSON of Illinois. Mr. Speaker, may I inquire as how much time I have remaining?

The SPEAKER pro tempore. The gentleman has 48 minutes remaining.

Mr. JACKSON of Illinois. I thank the gentlelady from Houston for her kind remarks.

Mr. Speaker, as many of you know, I have been talking about building a third airport for Chicago's metropolitan area since my first campaign, which was in 1995. The congressional district that I represent has nearly three people for every one job in many communities; and compare that to the northwest suburban parts of the city of Chicago, there are nearly three jobs for every one person. It is an enormous disparity.

Since that time in 1995, the United States has not built a single new airport. In fact, the United States has not built a new greenfield airport in more than 40 years. The last totally new airport built in this country was Dallas/Fort Worth which opened for business in 1969.

Now, some of you may say that Denver built a new airport. Well, yes and

no. Denver has a new airport, but it was a replacement airport. Once the new Denver International Airport was completed, the old Stapleton Airport was shut down. So while Denver has an updated facility, that airport really didn't add to the number of U.S. airports.

Since 1969, when Dallas/Fort Worth opened, the U.S. air traffic, the number of passenger and cargo flights, has more than tripled. Yet, despite a tripling of activity and 40-plus years of aviation growth, no new major airport has come online to accommodate that expansion. That's absolutely incredible, Mr. Speaker.

Compare our record to China's. The Chinese Government recently announced plans to build 97 new airports between 2008 and 2020. So the U.S. builds zero airports in 42 years; China is embarking on a plan to build 97 new airports in just 12 years.

If the United States wants or hopes to stay competitive in the global economy, we need to start thinking a little bit bigger. We need to start thinking about ports, and specifically airports. We need to start thinking a little bit more like the Chinese, 100 new airports by 2020. The General Administration of Civil Aviation of China said that it plans to spend over 450 billion yuan, building no fewer than 97 airports by the year 2020.

□ 2020

If the plans are carried through, this massive expansion of capacity will see the number of Chinese airports increase to 244. The plans will mean that eight of every 10 Chinese people will live within 100 kilometers of an airport.

If the United States wants to compete, we simply have to be prepared to build more of these facilities. And I'm happy to report that some of us in Washington and in Illinois are doing precisely that. In the past 2 months, I've heard President Obama talk about the need to build new airports. Not once, not twice, but several times I've heard the President say this. The first time when he unveiled his national jobs plan, the President said: "We can put people to work rebuilding America. Our highways are clogged with traffic. Our skies are the most congested in the world. It's an outrage.

"Building a world-class transportation system is part of what made us an economic superpower, and now we're going to sit back and watch China build newer airports and faster railroads at a time when millions of unemployed construction workers could build them right here in America," the President said.

Mr. Obama even noted that perhaps the best way and maybe the only way to build new airports, new highways, new infrastructure is through a public-private partnership, also known as PPP. In fact, Mr. Speaker, I explained this concept to State Senator Barack Obama while he was running to become

a United States Senator in 2004. When he wrote an op-ed in the Chicago Sun Times in support of this proposed new airport, in his article he said: "There is a strong case for a regional third airport in the south suburbs, a region that has struggled economically while other suburban areas have prospered. Employment and income in the south suburbs lags the rest of the Chicago area. The construction and operation of a new airport near Peotone would bring 1,000 construction jobs in the next 2 years and 15,000 permanent jobs by the first full year of operations, as well as billions of dollars in new economic activity to residents and communities that sorely need it.

"Rep. Jesse Jackson, Jr., a key leader in the Peotone effort, has assembled a group of private investors who are willing to risk their capital on the new airport's prospects. State government's role in the project would be limited to providing infrastructure improvement such as roads, transit, and sewers, which it routinely provides to other development projects around the State."

Mr. Obama said: "The benefits of a south suburban airport would not be limited to the Chicago region. Many downstate communities are hampered by their lack of air access to Chicago. Since gates for such flights are extremely limited at O'Hare and Midway, an airport near Peotone would provide downstate communities with enhanced air access to Chicago, as well as accommodating general aviation traffic that formerly utilized Meigs Field. In addition, as the world's first and only airport custom designed, built, and priced to attract low-cost carriers, it will attract air service to the Chicago area by startup and discount airlines currently not operating out of Chicago's existing airports."

As many of you know, the plan that I've put together for Chicago's third airport is precisely that. I've advocated for building this airport through a public-private partnership for the past 8 years. To quote President Obama again, he said: "There are private construction companies all across America just waiting to get to work. We'll set up an independent fund to attract private dollars and issue loans based on two criteria—how badly a construction project is needed, number one; and how much good it will do for the economy."

The President knows that Chicago's two airports, O'Hare and Midway, have been operating at or above capacity for years, so the need is clearly there. In fact, the Federal Aviation Administration has been asking Chicago to build a new airport since 1985—for more than 25 years. As for the President's requirement that new infrastructure be good for the economy, there is no greater job generator in the world than an airport. For proof, we need look no further than Washington, DC, and the Dulles Airport corridor. Once out in the middle of nowhere, the Dulles Airport corridor today is home to 35,000 new companies. Some 575,000 people go