

people of this country being cut down 10 years before the useful life of this plant is spent. This is a travesty of Federal regulation which will cost the American people more than it should for their own power.

You are going to be hearing more about this later this month from me, Mr. Speaker. This is not the last word.

DEEPENING THE SAVANNAH RIVER

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

Mr. KINGSTON. Mr. Speaker, in Georgia, 352,000 jobs are related to the Port of Savannah. It is a major export facility exporting 62 percent of the goods that go through there.

We would have even more jobs if we deepened the Savannah River from 42 to 47 feet. In fact, the payoff, the cost-benefit analysis is a dollar spent and a \$5.50 return. Yet, after 14 years and \$41 million worth of study, Congress, the bureaucracy, just barely has said let's go forward.

Congress, in January, signaled that we had had enough; cut the red tape, get the project moving, and classified it as a project under construction.

The President and Vice President have repeatedly said they support the project, yet, to my shock, and those of us in Congress, in their budget, which just has come out, they have not funded this important job-creating project. I do not understand it.

I am astounded by an administration who claims to say this is the year of action. Why would they not move forward on deepening the Savannah River?

Three hundred and fifty-two thousand jobs are related to this, cost-benefit analysis of 1 to 5.5. Yet, the administration continues to dither.

NUCLEAR ENERGY

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

Mr. RODNEY DAVIS of Illinois. Mr. Speaker, I rise today in strong support of the nuclear energy sector. Not only do nuclear power plants provide affordable reliable energy, they also provide many quality, high-paying jobs and are the backbone of many communities.

My district is home to a nuclear plant in Clinton, Illinois, that employs nearly 700 people. Nuclear energy is a secure energy source that plays a vital role in a responsible all-of-the-above energy policy. It is the biggest provider of reliable, efficient clean energy, and it provides on-demand energy 24/7.

The recent record cold temperatures in the Midwest show the importance of energy diversification. Many of my constituents saw steep increases in their electric bill.

While pipes froze and transportation became difficult because of iced roads

and bridges, nuclear power remained consistent. I worry that things could have become worse if nuclear power wasn't able to fill the gaps where needed.

This is why I stand here today in support of nuclear energy and all of my constituents and the hardworking taxpayers of Clinton and Central Illinois.

MAKE IT IN AMERICA

The SPEAKER pro tempore (Mr. LAMALFA). Under the Speaker's announced policy of January 3, 2013, the gentleman from California (Mr. GARAMENDI) is recognized for 60 minutes as the designee of the minority leader.

Mr. GARAMENDI. Mr. Speaker, thank you very much for this opportunity to delve into what is a major piece of our work here in Washington, and that is the budget and the appropriation process.

Today is one of those very, very important days in the process of government. Today the President delivered to Congress his proposed budget. It is required by the Constitution. George Washington did it, and every President since that time has done it every year, and today, we have President Obama's budget before us.

I want to spend a few moments on that budget, together with my friend from New York, Mr. PAUL TONKO and our East-West show. So we have got California and New York here.

I would like to start off by kind of framing my own work and how I think we really need to approach what we do here.

This is from Franklin Delano Roosevelt during the Great Depression, and he laid out this test. It is on the Roosevelt Memorial here. It is etched into the granite stone there. It says: "The test of our progress is not whether we add more to the abundance of those who have much. It is whether we provide enough for those who have too little."

It is how I like to frame the issues, and I think we can frame the President's budget that way, and also, this way:

Those of you that have seen us here on the floor, Mr. TONKO and myself, we often and usually talk about this issue of Making It in America, rebuilding the great American middle class by rebuilding the manufacturing sector of America.

Twenty years ago, actually 24 years ago, it was about 20 million, 19-plus million Americans were in that manufacturing sector. They were making everything from wine to automobiles and jet planes and even computers. Then we lost it. Maybe 11 million right now.

We are beginning to see the rebuilding of the manufacturing base, and along with that, we will see the American middle class rise up once again and be able to support their families, be able to take care of those things like food and shelter and education.

These are the seven ways that we talk about this. The President's budget picks up many of these, and I want to just focus on some of them tonight. My friend, Mr. TONKO, will pick up the energy piece.

In the President's budget, there are these key sectors, tax policy, education, research, infrastructure. Let's start at the bottom and work to the top.

The President has proposed a \$305 billion, 4-year transportation program for the United States. Now, anybody that has driven today here in the East Coast or in the West Coast knows that we have gridlock, we have transportation problems of all kinds.

So the President comes forward with this major initiative, really, a significant increase in what we have done in the past. He wants to focus it, first, on repairing what we already have, the potholes, the bridges that have fallen down and others that might, saying let's get to that.

He then goes about building the more modern transportation systems that we need, expanding our highway program, but also the rail systems, the inner city rail, the inter-city rails, and the street cars and other kinds of mass transportation systems; very, very important.

He proposes how we pay for it. He says, we ought not give the oil companies, the Big Four, a \$5 billion annual tax break, literally giving them our money at the gas pump, but also giving them our tax money in unnecessary subsidies.

He has other proposals in this part of the budget so that this would be fully paid for. That is the infrastructure piece.

One of our colleagues here on the floor just a few moments ago was talking about deepening the Savannah River port. Yes, we ought to do that, and the other ports. We know the Panama Canal is going to be widened, and when it is widened, we are going to have larger ships, deeper draft. We need to deepen our ports.

That is an infrastructure project, and the President's budget directly focuses on that.

Why is this important for individuals?

Because these are jobs, these are American jobs in construction, and if we will couple it with one more thing that I have proposed, and that is that these taxpayer programs buy American-made equipment so that the steel for the bridges, the concrete, so that the trains, so that the other things that will be part of this infrastructure, the pumps and all that goes with rebuilding the levees and the sanitation systems and the water system, that they be American-made equipment and supplies.

In doing that, we not only put people to work on the infrastructure projects, but we, once again, make it in America, and we rebuild the American manufacturing.