

That is the difference between us and China. In China, the Communist Party uses technology to broaden the scope of its surveillance state. In America, we have an opportunity to show the world that technology and innovation can actually strengthen democracy by giving people the freedom to work the way they want with universal broadband and to move around the way they want with new forms of transportation.

The President's American Jobs Plan will give our kids an honest shot to thrive by eliminating lead pipes and service lines from our drinking water systems and making safe, affordable housing a reality for millions of working families.

I can't help but acknowledge my colleague Senator TAMMY DUCKWORTH when it comes to clean water and new lead pipes and service lines for our drinking water systems. I am proud of the initiative and leadership that she has shown, working with other Members of the Senate, to make this a reality.

This is a unifying vision for the future. It is a model for global leadership. So let's not balk at the cost of making it a reality. This is not the time to think small. We are talking about a transformative undertaking, and that is part of what America has always been about.

More than half a century ago, Republican President Dwight Eisenhower launched the Interstate Highway System. It changed America. Today, the program's nearly 50,000 miles of expressway carry about one-fourth of all traffic in the United States. These roads connect our communities, have created communities, and serve as a bedrock for our economy.

In today's numbers, if you tried to rebuild the Interstate Highway System, it would cost half a trillion dollars—probably much more, to be honest. It is not a small sum. But, boy, it is an investment that paid off. The program generated \$6 in economic activity for every dollar spent to build those roads and highways.

And the fact is, today we need to invest in order to build our future. When President Eisenhower launched the Interstate Highway Program, we didn't have e-commerce or same-day shipments. It was more than 10 years before Neil Armstrong stepped foot on the Moon. Now, each of us carries around a pocket-sized device with more than enough computing power to get him to the Moon and back.

The world has changed—in many ways, for the better. Today, it is not sufficient for an infrastructure plan to begin and end with bridges and roads. If we want to support a modern economy and sustain growth for generations to come, we need to invest in the infrastructure for tomorrow.

This isn't to say that we have all the answers on this side of the aisle. But there is one answer we should all get behind: Go big; go bold. We can't penny-pinch America into first place.

And don't take it from me: Americans of all political stripes—Democrats, Independents, and Republicans—support marshaling the resources of the Federal Government to go big and bold on infrastructure. They want us to not only repair our highways and bridges but to rebuild our waterways and airports and make high-speed broadband internet available to everyone.

Americans support a plan that puts us on track to have an American century in the 21st century. That is our plan, and victory is within our reach.

There was an architect and designer in the city of Chicago in the transition from the 19th to the 20th century who helped design the Columbian Exposition, "White City," and a lot of history was made with those decisions. His name was Daniel Burnham. When he was asked about planning something like the White City, the Columbian Exposition, in the city of Chicago, he had a quote that you will turn to almost every day if you follow what is going on in planning in Chicago. Here is what he said: "Make no little plans. They have no magic to stir men's blood"—and I might add, women—"They have no magic to stir men's blood and probably themselves will not be realized."

They have no magic to stir men's blood and probably will not themselves be realized. I think we understand that.

As President Eisenhower gave America a vision with the Interstate Highway System, a connected nation and a new America, we need to do the same. President Biden has challenged us to do it. We need to do it on a bipartisan basis. I look forward to working with my colleagues to make it a reality.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. MCCONNELL. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

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

RECOGNITION OF THE MINORITY LEADER

The Republican leader is recognized.

RECOGNIZING THE UNIVERSITY OF KENTUCKY WILDCATS

Mr. MCCONNELL. Madam President, over the weekend, the University of Kentucky's women's volleyball team made history. The Wildcats hoisted the program's first NCAA volleyball national championship trophy after defeating Texas on Saturday night. The falling confetti in Omaha closed out an incredible 24-win season. The Wildcats' unmatched athleticism and resilience fueled their paths to the title.

Yesterday afternoon at UK's Memorial Coliseum, enthusiastic fans welcomed home their champions, including Madison Lilley, who was named the tournament's "Most Outstanding Player."

So I would like to extend the Senate's congratulations to the players,

Head Coach Craig Skinner, and the entire program. Kentucky and all of Big Blue Nation couldn't be prouder.

BIDEN ADMINISTRATION

Madam President, on another matter, it has been nearly a month since the Biden administration rolled out its so-called infrastructure plan. It quickly became clear that their proposal mainly focused on everything but the things normal people call infrastructure.

The day this plan was introduced, the White House messaging document mentioned the words "climate" and "union" more often than "roads" and "bridges." And the numbers back that up. Out of more than \$2 trillion in proposed spending, less than 6 percent would go to roads and bridges. Even when you add in airports, ports, rail, and waterways, the total would still be exceeded by the amount going to electric vehicles alone. Even an Ivy League expert said using "infrastructure" to describe the totality of the bill "does a bit of violence to the English language."

So after a few days of trying to battle the English language, Democrats began to pivot. I understand this is no longer an "infrastructure" plan. Now it is a "jobs" plan. But that turns out to be just as dishonest. This proposal isn't any more focused on creating jobs than it is on fixing roads.

Even by the favorable metrics that the White House likes to use, this plan would cost Americans more than \$800,000 for every new job that would exist 10 years down the road.

Serious, bipartisan legislation to rebuild American infrastructure could have a big impact at a fraction—a fraction—of the cost. This plan is bloated, unfocused. It is not a targeted recipe for better public works.

When America actually puts our mind to things, we can do them. Remember Operation Warp Speed? But this isn't like that. This is a sloppy liberal wish list that would spend a lot and get very little in return.

The far left has been bragging about all the social engineering and welfare spending that is stuffed into these proposals. They have boasted that the DNA of the Green New Deal is all over this administration's agenda.

Roads, bridges, and ports are bipartisan priorities. Water infrastructure and broadband are bipartisan priorities. That is why when the Senate tackles honest-to-goodness infrastructure in a smart way, we almost always have wide bipartisan margins.

Last week, our colleague from West Virginia, Senator CAPITO, got together with the other ranking members of committees that deal with actual infrastructure. These Republicans put forward a smart proposal that would meet pressing needs in actual infrastructure.

So now comes the critical moment. Now is the time we learn whether Democrats really want to jump start