

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