

Unfortunately, that's not the Illinois way. That's not the Chicago way. The Chicago way is we need to be telling people who are running their business how to run their business.

You can't do that. If we lease the land and Target builds the store, Target runs their own store. The business on the public land runs their own business.

What do we get from it? We get taxes. We get employed Americans. We get economic activity and less crime and less violence. There's a benefit to the society when we make the trade-off in the public-private partnership where there is governance over the land. There are lease terms, but we're not in the management and the day-to-day operation of that business.

The same is true of this new airport. Most public airports, the local mayor, the local city council, the local politicians are all involved in the business, trying to get their cousins hired and get their friends hired.

Not in the new model. In the new model we have the land, and we turn it over to the developers to make judgments about what is the most cost-effective way to run an airport.

Jackson, if you would just turn the developers over to us and let us—no, no, no. I've been working on this too long. The way to do this right is for the politicians to stay out of it and turn it over to the private sector so that they can do their job.

I've got to be honest with you. I ain't never ran a business before in my life. I came right from the seminary and right from law school to Congress. What kind of advice can I give an airport developer?

What kind of advice can anyone who's never run an airport before give some professional who's in the airport business? Absolutely none.

And so you need to have a hands-off approach to allowing a public-private partnership to operate at a profit without political interference.

Land, that's your public sector role. You're a landlord. You're responsible for getting utilities to the fence. That's what you're responsible for. You're responsible for regulatory permits and approvals. That's what the public is responsible for. You're responsible for highways and transit improvements, which the public-private partnership can, in fact, help pay for because it's a for-profit venture making a profit.

So, Mr. Speaker, I've talked about the need to build a new airport. I showed you tonight that we don't need the Congress of the United States that does not want to help Barack Obama. We don't need Congress for nothing to get this model moving.

We just need the Governor of the State of Illinois, Governor Pat Quinn, area code (312)814-2121, to lease the land to the governments that have established this commission.

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From that we will have a national model emerge on how to put the Amer-

ican people back to work. It can start in Illinois, but it can spread very quickly by bringing the \$2.5 trillion in private sector money that is sitting on the sidelines and presently not engaging the economy.

So, Mr. Speaker, I stripped the idea of an airport out of this model of a public-private partnership. This can be any government entity.

It then enters into an intergovernmental agreement with other governments with an understanding that it will have a relationship to the Federal Government, the State government, or local governments in the form of land or utilities or whatever is required in order to get the business started.

We then lease the land to a developer, who then invests in the land to create jobs and economic opportunities for the American people. The profits from the activity are paid to the developer to help them satisfy and settle the obligations associated with the initial investment. And then the developer rents the land or pays rent to the government entity established by the local government and the profits can also be shared by local governments.

Mr. Speaker, it doesn't have to be airports. Public-private partnerships can also build roads. They may end up being toll roads because if the private sector makes an investment in a toll road, in a road that the public is going to use, certainly they need to get their money back. So how do they get their money back?

Well, after they've made the investment, it has to be a toll road. Public-private partnerships can work. Public-private partnerships can work for bridges. It may be a toll bridge. Public-private partnerships can work.

Mr. Speaker, if we offer as a Congress the kinds of incentives that encourage public-private partnerships, we can put the American people to work in quick order.

Mr. Speaker, I am particularly honored and privileged that you've allowed me the opportunity to share with my colleagues and with the American people the importance of a project in my congressional district. I am particularly honored that my constituents have been leading this charge for building new airports in the United States. We need to build 10 of them just like this.

I'm hoping, Mr. Speaker, that those of us who want to see and help President Barack Obama be successful that we will call 312-814-2121 and encourage the Governor of the State of Illinois to give Barack Obama the victory that he needs and the victory that he deserves that can show us a way to put the American people to work without raising taxes, without borrowing more money, without passing another government program.

Public-private partnerships, Mr. Speaker, can work. I'm asking my colleagues and those who can hear my voice to give the people of the Second Congressional District of Illinois a

chance to get one started so we can show you that it works.

I thank the Speaker, and I yield back the balance of my time.

SENATE BILLS REFERRED

Bills of the Senate of the following titles were taken from the Speaker's table and, under the rule, referred as follows:

S. 271. An act to require the Secretary of Agriculture to enter into a property conveyance with the city of Wallowa, Oregon, and for other purposes; to the Committee on Natural Resources.

S. 535. An act to authorize the Secretary of the Interior to lease certain lands within Fort Pulaski National Monument, and for other purposes; to the Committee on Natural Resources.

S. 684. An act to provide for the conveyance of certain parcels of land to the town of Alta, Utah; to the Committee on Natural Resources.

S. 897. An act to amend the Surface Mining Control and Reclamation Act of 1977 to clarify that uncertified States and Indian tribes have the authority to use certain payments for certain noncoal reclamation projects and acid mine remediation programs; to the Committee on Natural Resources.

S. 997. An act to authorize the Secretary of the Interior to extend a water contract between the United States and the East Bench Irrigation District; to the Committee on Natural Resources.

SENATE ENROLLED BILLS SIGNED

The Speaker announced his signature to enrolled bills of the Senate of the following titles:

S. 894. An act to amend title 38, United States Code, to provide for an increase, effective December 1, 2011, in the rates of compensation for veterans with service-connected disabilities and the rates of dependency and indemnity compensation for the survivors of certain disabled veterans, and for other purposes.

S. 1280. An act to amend the Peace Corps Act to require sexual assault risk-reduction and response training, the development of a sexual assault policy, the establishment of an Office of Victim Advocacy, the establishment of a Sexual Assault Advisory Council, and for other purposes.

ADJOURNMENT

Mr. JACKSON of Illinois. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 9 o'clock and 3 minutes p.m.), the House adjourned until tomorrow, Friday, November 4, 2011, at 9 a.m.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

3730. A letter from the Chief, Planning and Regulatory Affairs Branch, Department of Agriculture, transmitting the Department's final rule — Special Supplemental Nutrition Program for Women, Infants and Children (WIC): Implementation of Nondiscretionary, Non-Electronic Benefits Transfer-Related