

in subparagraph (A) that is to be provided to a contractor upon early completion of a project, if—

“(i) such payment does not exceed the lesser of 5 percent of the initial construction contract amount or \$1,000,000;

“(ii) the level of contractor’s control of, or access to, the worksite necessary to shorten the duration of the project does not negatively impact the operation of the airport;

“(iii) the contract specifies application of the incentive structure in the event of unforeseeable, non-weather delays beyond the control of the contractor;

“(iv) nothing in any agreement with the contractor prevents the airport operator from retaining responsibility for the safety, efficiency, and capacity of the airport during the execution of the grant agreement; and

“(v) the Secretary determines that the use of an incentive payment is likely to increase airport capacity or efficiency or result in cost savings as a result of shortening the project’s duration;”.

(b) TECHNICAL CORRECTION.—Section 47110(e)(7) of title 49, United States Code, is amended by striking “(7) PARTNERSHIP PROGRAM AIRPORTS.—” and inserting “(7) PARTNERSHIP PROGRAM AIRPORTS.—”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. CARBAJAL) and the gentlewoman from West Virginia (Mrs. MILLER) each will control 20 minutes.

The Chair recognizes the gentleman from California.

GENERAL LEAVE

Mr. CARBAJAL. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 5912, as amended.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

Mr. CARBAJAL. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 5912, the Expedited Delivery of Airport Infrastructure Act of 2020, introduced by Representative SAM GRAVES, the ranking member of the House Committee on Transportation and Infrastructure. The bill incentivizes the early completion of airport projects funded by the Federal Aviation Administration’s Airport Improvement Program, AIP.

Although current airline passenger traffic has declined precipitously due to the coronavirus pandemic, there will come a time when domestic and global air travel will return to its prepandemic heights and continue to grow further. Airports will once again have to keep up with growing passenger demand. This legislation will help to address this future need by allowing airports to use their AIP funding to offer incentive payments to contractors for early completion of airport development projects.

Importantly, H.R. 5912 includes conditions that ensure projects completed early do not have a negative impact on airport safety, efficiency, or capacity.

I support this legislation and urge my colleagues to do the same.

Mr. Speaker, I reserve the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in support of H.R. 5912, the Expedited Delivery of Airport Infrastructure Act of 2020.

This bill, which I am very proud to have introduced, gives airports the option to use some of their Airport Improvement Program, or AIP, money to expedite early completion of airport projects.

Incentives such as these are commonly used in the surface transportation area, as encouraging early completion of road projects obviously can spare drivers additional weeks or months of congestion and sitting in traffic.

An airfield is no different. Taking a runway or taxiway out of commission can impair airport efficiency and capacity, and it results in flight delays, upset travelers, you name it.

Additionally, some airports, particularly in cold weather States, are racing against the clock to complete projects during a limited construction season. Even if a project is on schedule, an early winter or late spring can grind construction to a halt, costing the airport time and money.

This bill is going help ensure that airports have the tools necessary to avoid these situations and get runways back into service faster.

This bill allows airports to achieve cost savings. Projects completed early means a greater chance of avoiding construction price increases due to inflation.

Mr. Speaker, I urge my colleagues to support H.R. 5912, and I yield back the balance of my time.

Mr. CARBAJAL. Mr. Speaker, I urge my colleagues to support this legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. CARBAJAL) that the House suspend the rules and pass the bill, H.R. 5912, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Mr. CARBAJAL. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4470) to rename the Saint Lawrence Seaway Development Corporation the Great Lakes St. Lawrence Seaway Development Corporation, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4470

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION.

(a) RENAMING THE SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION.—The Act of May 13, 1954 (33 U.S.C. 981 et seq.) is amended—

(1) in section 1 (33 U.S.C. 981), by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation”; and

(2) in section 2(b) (33 U.S.C. 982(b)), by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation”.

(b) REFERENCES.—Any reference to the Saint Lawrence Seaway Development Corporation in any law, regulation, document, record, Executive order, or other paper of the United States shall be deemed to be a reference to the Great Lakes St. Lawrence Seaway Development Corporation.

(c) TECHNICAL AND CONFORMING AMENDMENTS.—

(1) TITLE 5.—Section 5315 of title 5, United States Code, is amended by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation”.

(2) TITLE 18.—Section 2282B of title 18, United States Code, is amended by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation”.

(3) INTERNAL REVENUE CODE.—Section 9505(a)(2) of the Internal Revenue Code of 1986 (26 U.S.C. 9505(a)(2)) is amended by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation”.

(4) TITLE 31.—Section 9101(3)(K) of title 31, United States Code, is amended by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation”.

(5) WATER RESOURCES DEVELOPMENT ACT OF 1986.—The Water Resources Development Act of 1986 (33 U.S.C. 2211 et seq.) is amended—

(A) in section 206 (33 U.S.C. 2234), by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation”; and

(B) in section 210(a)(1) (33 U.S.C. 2238(a)(1)), by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation”;

(C) in section 214(2)(B) (33 U.S.C. 2241(2)(B)), by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation”; and

(D) in section 1132(b) (33 U.S.C. 2309(b)), by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation” each place it appears.

(6) TITLE 46.—Title 46, United States Code, is amended—

(A) in section 2109, by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation”; and

(B) in section 8103(g), by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation”;

(C) in section 8503(c), by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation”;

(D) in section 55112(a)(3), by striking “St. Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation”;

(E) in section 55331(3), by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation”;

(F) in section 70032, by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation” each place it appears.

(7) TITLE 49.—

(A) IN GENERAL.—Title 49, United States Code, is amended—

(i) in section 110—

(I) in the heading, by striking “**Saint Lawrence Seaway Development Corporation**” and inserting “**Great Lakes St. Lawrence Seaway Development Corporation**”; and

(II) in subsection (a), by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation”;

(ii) in section 6314(c)(2)(G), by striking “Saint Lawrence Seaway Development Corporation” and inserting “Great Lakes St. Lawrence Seaway Development Corporation”.

(B) TABLE OF SECTIONS.—The table of sections for chapter 1 of subtitle I of title 49, United States Code, is amended by amending the item relating to section 110 to read as follows:

“110. Great Lakes St. Lawrence Seaway Development Corporation.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. CARJABAL) and the gentleman from Missouri (Mr. GRAVES) each will control 20 minutes.

The Chair recognizes the gentleman from California.

GENERAL LEAVE

Mr. CARBAJAL. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 4470, as amended.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

Mr. CARBAJAL. Mr. Speaker, I yield myself such time as I may consume, and rise in strong support of H.R. 4470.

This legislation, introduced by the gentlewoman from Ohio, Representative MARCY KAPTUR, is simple in its intent but strong in its meaning. H.R. 4470 would rename the Saint Lawrence Seaway Development Corporation as the Great Lakes St. Lawrence Seaway Development Corporation.

The binational Saint Lawrence Seaway is a 328-nautical-mile deep-draft waterway between the Port of Montreal and Lake Erie. It connects the Great Lakes with the Atlantic Ocean through the Saint Lawrence River. The U.S. portion of the Seaway was authorized in 1954 and is operated by the Saint Lawrence Seaway Development Corporation within the United States Department of Transportation.

This change would more accurately portray the geographical scope of the agency and would clarify the agency’s

mission is of benefit to the Saint Lawrence region, as well as the entire Great Lakes region.

I thank Representative KAPTUR for her work on this bill.

Mr. Speaker, I urge all Members to support H.R. 4470, and I reserve the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in support of H.R. 4470.

By adding the words “Great Lakes” to the name of the Saint Lawrence Seaway Development Corporation, the corporation will better reflect its geographic location and its economic importance to this significant region of the Nation.

Located within the Department of Transportation, the corporation is charged with operating and maintaining all U.S. infrastructure and waters of the Saint Lawrence Seaway. The corporation is also tasked with developing trade focused on driving economic activity for the entire Great Lakes-Saint Lawrence Seaway system.

I urge support of the bipartisan legislation to better represent what this federally owned corporation means to the Great Lakes.

Mr. Speaker, I reserve the balance of my time.

Mr. CARBAJAL. Mr. Speaker, I reserve the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I don’t have any speakers.

I urge support of H.R. 4470, and I yield back the balance of my time and.

Mr. CARBAJAL. Mr. Speaker, I urge my colleagues to support the legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. CARBAJAL) that the House suspend the rules and pass the bill, H.R. 4470, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

SAVE OUR SEAS 2.0 ACT

Mr. CARBAJAL. Mr. Speaker, I move to suspend the rules and pass the bill (S. 1982) to improve efforts to combat marine debris, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 1982

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the “Save Our Seas 2.0 Act”.

(b) TABLE OF CONTENTS.—The table of contents of this Act is as follows:

Sec. 1. Short title; table of contents.
Sec. 2. Definitions.

TITLE I—COMBATING MARINE DEBRIS Subtitle A—Amendments to the Marine Debris Act

Sec. 101. Amendments to the Marine Debris Act.

Subtitle B—Marine Debris Foundation

Sec. 111. Establishment and purposes of Foundation.

Sec. 112. Board of Directors of the Foundation.

Sec. 113. Rights and obligations of the Foundation.

Sec. 114. Administrative services and support.

Sec. 115. Volunteer status.

Sec. 116. Report requirements; petition of attorney general for equitable relief.

Sec. 117. United States release from liability.

Sec. 118. Authorization of appropriations.

Sec. 119. Termination of authority.

Subtitle C—Genius Prize for Save Our Seas Innovations

Sec. 121. Definitions.

Sec. 122. Genius Prize for Save Our Seas Innovations.

Sec. 123. Agreement with the Marine Debris Foundation.

Sec. 124. Judges.

Sec. 125. Report to Congress.

Sec. 126. Authorization of appropriations.

Sec. 127. Termination of authority.

Subtitle D—Studies, Pilot Projects, and Reports

Sec. 131. Report on opportunities for innovative uses of plastic waste.

Sec. 132. Report on microfiber pollution.

Sec. 133. Study on United States plastic pollution data.

Sec. 134. Study on mass balance methodologies to certify circular polymers.

Sec. 135. Report on sources and impacts of derelict fishing gear.

Sec. 136. Expansion of derelict vessel recycling.

Sec. 137. Incentive for fishermen to collect and dispose of plastic found at sea.

TITLE II—ENHANCED GLOBAL ENGAGEMENT TO COMBAT MARINE DEBRIS

Sec. 201. Statement of policy on international cooperation to combat marine debris.

Sec. 202. Prioritization of efforts and assistance to combat marine debris and improve plastic waste management.

Sec. 203. United States leadership in international fora.

Sec. 204. Enhancing international outreach and partnership of United States agencies involved in marine debris activities.

Sec. 205. Negotiation of new international agreements.

Sec. 206. Consideration of marine debris in negotiating international agreements.

TITLE III—IMPROVING DOMESTIC INFRASTRUCTURE TO PREVENT MARINE DEBRIS

Sec. 301. Strategy for improving post-consumer materials management and water management.

Sec. 302. Grant programs.

Sec. 303. Study on repurposing plastic waste in infrastructure.

Sec. 304. Study on effects of microplastics in food supplies and sources of drinking water.

Sec. 305. Report on eliminating barriers to increase the collection of recyclable materials.