

Committee Print

(Providing for reconciliation pursuant to S. Con. Res. 5, the
Concurrent Resolution on the Budget for Fiscal Year 2021)

1 **TITLE VII—COMMITTEE ON**
2 **TRANSPORTATION AND IN-**
3 **FRASTRUCTURE**

4 **Subtitle A—Transportation and**
5 **Infrastructure**

6 **SEC. 7001. FEDERAL EMERGENCY MANAGEMENT AGENCY**
7 **APPROPRIATION.**

8 In addition to amounts otherwise made available,
9 there is appropriated for fiscal year 2021 to the Federal
10 Emergency Management Agency, out of any money in the
11 Treasury not otherwise appropriated, \$50,000,000,000, to
12 remain available until September 30, 2025, to the Federal
13 Emergency Management Agency for major disasters de-
14 clared pursuant to the Robert T. Stafford Disaster Relief
15 and Emergency Assistance Act (42 U.S.C. 5121 et sec.).

16 **SEC. 7002. FUNERAL ASSISTANCE.**

17 (a) **IN GENERAL.**—For the emergency declaration
18 issued by the President on March 13, 2020, pursuant to
19 section 501(b) of the Robert T. Stafford Disaster Relief

1 and Emergency Assistance Act (42 U.S.C. 5191(b)), and
2 for any subsequent major disaster declaration under sec-
3 tion 401 of such Act (42 U.S.C. 5170) that supersedes
4 such emergency declaration, the President shall provide fi-
5 nancial assistance to an individual or household to meet
6 disaster-related funeral expenses under section 408(e)(1)
7 of the Robert T. Stafford Disaster Relief and Emergency
8 Assistance Act (42 U.S.C. 5174(e)(1)), for which the Fed-
9 eral cost share shall be 100 percent.

10 (b) USE OF FUNDS.—Funds appropriated under sec-
11 tion **【7001】** may be used to carry out subsection (a) of
12 this section.

13 **SEC. 7003. ECONOMIC ADJUSTMENT ASSISTANCE.**

14 (a) ECONOMIC DEVELOPMENT ADMINISTRATION AP-
15 PROPRIATION.—In addition to amounts otherwise made
16 available, there is appropriated for fiscal year 2021, out
17 of any money in the Treasury not otherwise appropriated,
18 \$3,000,000,000, to remain available until September 30,
19 2022, to the Department of Commerce for economic ad-
20 justment assistance as authorized by sections 209 and 703
21 of the Public Works and Economic Adjustment Act of
22 1965 (42 U.S.C. 3149 and 3233) to prevent, prepare for,
23 and respond to coronavirus and for necessary expenses for
24 responding to economic injury as a result of coronavirus.

1 (b) Of the funds provided by this section, up to 2
2 percent shall be used for Federal costs to administer such
3 assistance utilizing temporary Federal personnel as may
4 be necessary consistent with the requirements applicable
5 to such administrative funding in fiscal year 2020 to pre-
6 vent, prepare for, and respond to coronavirus and which
7 shall remain available until September 30, 2027.

8 (c) Of the funds provided by this section, 15 percent
9 shall be for assistance to communities that have suffered
10 economic injury as a result of job losses in the travel, tour-
11 ism, or outdoor recreation sectors.

12 (d) The total amount provided by this section shall
13 be allocated to eligible recipients in the States and Terri-
14 tories according to the total level of economic injury of
15 such States and Territories as a result of coronavirus be-
16 ginning on March 1, 2020, as measured by the change
17 in economic activity, demonstrated by current Federal eco-
18 nomic data sources such as unemployment claims and
19 gross domestic product, before and after such date.

20 **SEC. 7004. GREAT LAKES ST. LAWRENCE SEAWAY DEVELOP-**
21 **MENT CORPORATION OPERATIONS AND**
22 **MAINTENANCE.**

23 In addition to amounts otherwise made available,
24 there is appropriated, out of amounts not otherwise appro-
25 priated from the Harbor Maintenance Trust Fund pursu-

1 ant to section 210 of the Water Resources Development
2 Act of 1986 (33 U.S.C. 2238), \$1,500,000 for fiscal year
3 2021, to prevent, prepare for, and respond to coronavirus
4 by conducting the operations, maintenance, and capital in-
5 frastructure activities of the Seaway International Bridge.

6 **SEC. 7005. GRANTS TO THE NATIONAL RAILROAD PAS-**
7 **SENGER CORPORATION.**

8 (a) **NORTHEAST CORRIDOR APPROPRIATION.**—In ad-
9 dition to amounts otherwise made available, there are ap-
10 propriated for fiscal year 2021, out of any money in the
11 Treasury not otherwise appropriated, \$820,388,160 to re-
12 main available until September 30, 2024, for grants as
13 authorized under section 11101(a) of the FAST Act (Pub-
14 lic Law 114–94) to prevent, prepare for, and respond to
15 coronavirus.

16 (b) **NATIONAL NETWORK APPROPRIATION.**—In addi-
17 tion to amounts otherwise made available, there are appro-
18 priated for fiscal year 2021, out of any money in the
19 Treasury not otherwise appropriated, \$679,611,840 to re-
20 main available until September 30, 2024, for grants as
21 authorized under section 11101(b) of the FAST Act (Pub-
22 lic Law 114–94) to prevent, prepare for, and respond to
23 coronavirus.

24 (c) **LONG-DISTANCE SERVICE RESTORATION AND**
25 **EMPLOYEE RECALLS.**—Not less than \$165,926,000 of the

1 aggregate amounts made available under subsections (a)
2 and (b) shall be for use by the National Railroad Pas-
3 senger Corporation to—

4 (1) restore, not later than 90 days after the
5 date of enactment of this Act, the frequency of rail
6 service on long-distance routes (as defined in section
7 24102 of title 49, United States Code) that the Na-
8 tional Railroad Passenger Corporation reduced the
9 frequency of on or after July 1, 2020, and continue
10 to operate such service at such frequency; and

11 (2) recall and manage employees furloughed on
12 or after October 1, 2020, as a result of efforts to
13 prevent, prepare for, and respond to coronavirus.

14 (d) USE OF FUNDS IN LIEU OF CAPITAL PAY-
15 MENTS.—Not less than \$109,805,000 of the aggregate
16 amounts made available under subsections (a) and (b)—

17 (1) shall be for use by the National Railroad
18 Passenger Corporation in lieu of capital payments
19 from States and commuter rail passenger transpor-
20 tation providers that are subject to the cost alloca-
21 tion policy under section 24905(c) of title 49, United
22 States Code; and

23 (2) notwithstanding sections 24319(g) and
24 24905(c)(1)(A)(i) of title 49, United States Code,

1 such amounts do not constitute cross-subsidization
2 of commuter rail passenger transportation.

3 (e) USE OF FUNDS FOR STATE PAYMENTS FOR
4 STATE-SUPPORTED ROUTES.—

5 (1) IN GENERAL.—Of the amounts made avail-
6 able under subsection (b), \$174,850,000 shall be for
7 use by the National Railroad Passenger Corporation
8 to offset amounts required to be paid by States for
9 covered State-supported routes.

10 (2) FUNDING SHARE.—The share of funding
11 provided under paragraph (1) with respect to a cov-
12 ered State-supported route shall be distributed as
13 follows:

14 (A) Each covered State-supported route
15 shall receive 7 percent of the costs allocated to
16 the route in fiscal year 2019 under the cost al-
17 location methodology adopted pursuant to sec-
18 tion 209 of the Passenger Rail Investment and
19 Improvement Act of 2008 (Public Law 110–
20 432).

21 (B) Any remaining amounts after the dis-
22 tribution described in subparagraph (A) shall be
23 apportioned to each covered State-supported
24 route in proportion to the passenger revenue of
25 such route and other revenue allocated to such

1 route in fiscal year 2019 divided by the total
2 passenger revenue and other revenue allocated
3 to all covered State-supported routes in fiscal
4 year 2019.

5 (3) COVERED STATE-SUPPORTED ROUTE DE-
6 FINED.—In this subsection, the term “covered
7 State-supported route” means a State-supported
8 route, as such term is defined in section 24102 of
9 title 49, United States Code, but does not include a
10 State-supported route for which service was termi-
11 nated on or before February 1, 2020.

12 (f) USE OF FUNDS FOR DEBT REPAYMENT OR PRE-
13 PAYMENT.—Not more than \$100,885,000 of the aggre-
14 gate amounts made available under subsections (a) and
15 (b) shall be—

16 (1) for the repayment or prepayment of debt in-
17 curred by the National Railroad Passenger Corpora-
18 tion under financing arrangements entered into prior
19 to the date of enactment of this Act; and

20 (2) to pay required reserves, costs, and fees re-
21 lated to such debt, including for loans from the De-
22 partment of Transportation and loans that would
23 otherwise have been paid from National Railroad
24 Passenger Corporation revenues.

1 (g) PROJECT MANAGEMENT OVERSIGHT.—Not more
2 than \$2,000,000 of the aggregate amounts made available
3 under subsections (a) and (b) shall be for activities author-
4 ized under section 11101(c) of the FAST Act (Public Law
5 114–94).

6 **SEC. 7006. FEDERAL TRANSIT ADMINISTRATION GRANTS.**

7 (a) FEDERAL TRANSIT ADMINISTRATION APPRO-
8 PRIATION.—

9 (1) IN GENERAL.—In addition to amounts oth-
10 erwise made available, there are appropriated for fis-
11 cal year 2021, out of any funds in the Treasury not
12 otherwise appropriated, \$30,000,000,000, to remain
13 available until September 30, 2024, that shall—

14 (A) be for grants under chapter 53 of title
15 49, United States Code, to eligible recipients to
16 prevent, prepare for, and respond to
17 coronavirus; and

18 (B) not be subject to any prior restriction
19 on the total amount of funds available for im-
20 plementation or execution of programs author-
21 ized under sections 5307, 5310, or 5311 of
22 such title.

23 (2) AVAILABILITY OF FUNDS FOR OPERATING
24 EXPENSES.—

1 (A) IN GENERAL.—Notwithstanding sub-
2 section (a)(1) or (b) of section 5307 of title 49,
3 United States Code, section 5310(b)(2)(A), or
4 any other provision of chapter 53 of such title,
5 funds provided under this section, other than
6 subsection (b)(4), shall be available for the op-
7 erating expenses of transit agencies to prevent,
8 prepare for, and respond to the coronavirus
9 public health emergency, including, beginning
10 on January 20, 2020—

11 (i) reimbursement for payroll of public
12 transportation (including payroll and ex-
13 penses of private providers of public trans-
14 portation);

15 (ii) operating costs to maintain service
16 due to lost revenue due as a result of the
17 coronavirus public health emergency, in-
18 cluding the purchase of personal protective
19 equipment; and

20 (iii) paying the administrative leave of
21 operations or contractor personnel due to
22 reductions in service.

23 (B) USE OF FUNDS.—Funds described in
24 subparagraph (A) shall be—

1 (i) available for immediate obligation,
2 notwithstanding the requirement for such
3 expenses to be included in a transportation
4 improvement program, long-range trans-
5 portation plan, statewide transportation
6 plan, or statewide transportation improve-
7 ment program under sections 5303 and
8 5304 of title 49, United States Code;

9 (ii) directed to payroll and operations
10 of public transportation (including payroll
11 and expenses of private providers of public
12 transportation), unless the recipient cer-
13 tifies to the Secretary that the recipient
14 has not furloughed any employees;

15 (iii) subject to the requirements of
16 section 5333 of such title, notwithstanding
17 any waiver authority under section 5324 of
18 such title; and

19 (iv) used to provide a Federal share of
20 the costs for any grant made under this
21 section of 100 percent, notwithstanding
22 any provision of chapter 53 of such title.

23 (b) ALLOCATION OF FUNDS.—

24 (1) URBANIZED AREA FORMULA GRANTS.—

1 (A) IN GENERAL.—Of the amounts made
2 available under subsection (a), \$26,086,580,227
3 shall be for grants to recipients and subrecipi-
4 ents under section 5307 of title 49, United
5 States Code, and shall be administered as if
6 such funds were provided under section 5307 of
7 such title.

8 (B) ALLOCATION.—Amounts made avail-
9 able under subparagraph (A) shall be appor-
10 tioned to urbanized areas based on data con-
11 tained in the National Transit Database such
12 that—

13 (i) each urbanized area shall receive
14 an apportionment of an amount that, when
15 combined with amounts that were other-
16 wise made available to such urbanized area
17 for similar activities to prevent, prepare
18 for, and respond to coronavirus, is equal to
19 132 percent of the urbanized area's 2018
20 operating costs; and

21 (ii) for funds remaining after the ap-
22 portionment described in clause (i), such
23 funds shall be apportioned such that—

24 (I) each urbanized area that did
25 not receive an apportionment under

1 clause (i) shall receive an apportion-
2 ment equal to 25 percent of the ur-
3 banized area's 2018 operating costs;
4 and

5 (II) each urbanized area under
6 clause (i), when the amounts that
7 were otherwise made available, prior
8 to clause (i) to that urbanized area
9 for similar activities to prevent, pre-
10 pare for, and respond to coronavirus
11 are equal to or greater than 130 per-
12 cent of the urbanized area's 2018 op-
13 erating costs but do not exceed 132
14 percent of such costs, such urbanized
15 area shall receive an apportionment
16 equal to 10 percent of the urbanized
17 area's 2018 operating costs, in addi-
18 tion to amounts apportioned to the
19 urbanized area under clause (i).

20 (2) FORMULA GRANTS FOR THE ENHANCED
21 MOBILITY OF SENIORS AND INDIVIDUALS WITH DIS-
22 ABILITIES.—

23 (A) IN GENERAL.—Of the amounts made
24 available under subsection (a), \$50,000,000
25 shall be for grants to recipients or subrecipients

1 eligible under section 5310 of title 49, United
2 States Code, and shall be apportioned in ac-
3 cordance with such section.

4 (B) ALLOCATION RATIO.—Amounts made
5 available under subparagraph (A) shall be allo-
6 cated in the same ratio as funds were provided
7 under section 5310 of title 49, United States
8 Code, for fiscal year 2020.

9 (3) FORMULA GRANTS FOR RURAL AREAS.—

10 (A) IN GENERAL.—Of the amounts made
11 available under subsection (a), \$280,858,479
12 shall be for grants to recipients or subrecipients
13 eligible under section 5311 of title 49, United
14 States Code, other than subsections (b)(3) and
15 (c)(1)(B) of such section and shall be adminis-
16 tered as if the funds were provided under sec-
17 tion 5311 of such title.

18 (B) ALLOCATION RATIO.—Amounts made
19 available under subparagraph (A) shall be allo-
20 cated to States, as defined in section 5302 of
21 title 49, United States Code, based on data con-
22 tained in the National Transit Database, such
23 that—

24 (i) any State that received an amount
25 for similar activities to prevent, prepare

1 for, and respond to coronavirus that is
2 equal to or greater than 150 percent of the
3 combined 2018 rural operating costs of the
4 recipients and subrecipients in such State
5 shall receive an amount equal to 5 percent
6 of such State's 2018 rural operating costs;

7 (ii) any State that does not receive an
8 allocation under clause (i) that received an
9 amount for similar activities to prevent,
10 prepare for, and respond to coronavirus
11 that is equal to or greater than 140 per-
12 cent of the combined 2018 rural operating
13 costs of the recipients and subrecipients in
14 that State shall receive an amount equal to
15 10 percent of such State's 2018 rural op-
16 erating costs; and

17 (iii) any State that does not receive an
18 allocation under clauses (i) or (ii) shall re-
19 ceive an amount equal to 20 percent of
20 such State's 2018 rural operating costs.

21 (4) CAPITAL INVESTMENTS.—

22 (A) IN GENERAL.—Of the amounts made
23 available under subsection (a)—

24 (i) \$1,000,000,000 shall be for grants
25 administered under subsections (d) and (e)

1 of section 5309 of title 49, United States
2 Code, and section 3005(b) of the FAST
3 Act (Public Law 114–94); and

4 (ii) \$250,000,000 shall be for grants
5 administered under subsection (h) of sec-
6 tion 5309 of title 49, United States Code.

7 (B) FUNDING DISTRIBUTION.—

8 (i) Amounts made available in sub-
9 paragraph (A)(i) shall be proportionally
10 provided to each recipient to all projects
11 with existing full funding grant agreements
12 and all projects under section 3005(b) of
13 Public Law 114–94 that received alloca-
14 tions for fiscal year 2019 or 2020, except
15 that recipients with projects open for rev-
16 enue service are not eligible to receive a
17 grant under this paragraph.

18 (ii) For amounts made available in
19 subparagraph (A)(ii), eligible recipients
20 shall be any recipient of an allocation
21 under subsection (h) of section 5309 of
22 title 49, United States Code, or an appli-
23 cant in the project development phase de-
24 scribed in paragraph (2) of such sub-
25 section.

1 (iii) Amounts distributed under
2 clauses (i) and (ii) of subparagraph (A)
3 shall be provided notwithstanding the limi-
4 tation of any calculation of the maximum
5 amount of Federal financial assistance for
6 the project under subsection (k)(2)(C)(ii)
7 or (h)(7) of section 5309 of title 49,
8 United States Code, or section 3005(b)(9)
9 of the FAST Act (Public Law 114–94).

10 (5) SECTION 5311(F) SERVICES.—

11 (A) IN GENERAL.—Of the amounts made
12 available under subsection (a) and in addition
13 to the amounts made available under paragraph
14 (3), \$100,000,000 shall be available for grants
15 to recipients for bus operators that partner with
16 recipients or subrecipients of funds under sec-
17 tion 5311(f) of title 49, United States Code.

18 (B) ALLOCATION RATIO.—Notwithstanding
19 paragraph (3), the Secretary shall allocate
20 amounts under subparagraph (A) in the same
21 ratio as funds were provided under section
22 5311 of title 49, United States Code, for fiscal
23 year 2020.

24 (C) EXCEPTION.—If a State or territory
25 does not have bus providers eligible under sec-

1 tion 5311(f) of title 49, United States Code,
2 funds under this paragraph may be used by
3 such State or territory for any expense eligible
4 under section 5311 of title 49, United States
5 Code.

6 (6) PLANNING.—

7 (A) IN GENERAL.—Of the amounts made
8 available under subsection (a), \$25,000,000
9 shall be for grants to recipients eligible under
10 section 5307 of title 49, United States Code,
11 for the planning of public transportation associ-
12 ated with the restoration of services as the
13 coronavirus public health emergency concludes
14 and shall be available in accordance with such
15 section.

16 (B) AVAILABILITY OF FUNDS FOR ROUTE
17 PLANNING.—Amounts made available under
18 subparagraph (A) shall be available for route
19 planning designed to—

20 (i) increase ridership and reduce trav-
21 el times, while maintaining or expanding
22 the total level of vehicle revenue miles of
23 service provided in the planning period; or

24 (ii) make service adjustments to in-
25 crease the quality or frequency of service

1 provided to low-income riders and dis-
2 advantaged neighborhoods or communities.

3 (C) LIMITATION.—Amounts made available
4 under subparagraph (A) shall not be used for
5 route planning related to transitioning public
6 transportation service provided as of the date of
7 receipt of funds to a transportation network
8 company or other third-party contract provider,
9 unless the existing provider of public transpor-
10 tation service is a third-party contract provider.

11 (7) RECIPIENTS AND SUBRECIPIENTS REQUIR-
12 ING ADDITIONAL ASSISTANCE.—

13 (A) IN GENERAL.—Of the amounts made
14 available under subsection (a), \$2,207,561,294
15 shall be for grants to eligible recipients or sub-
16 recipients of funds under chapter 53 of title 49,
17 United States Code, that, as a result of
18 COVID-19, require additional assistance to
19 maintain operations.

20 (B) ADMINISTRATION.—Funds made avail-
21 able under subparagraph (A) shall, after alloca-
22 tion, be administered as if provided under sub-
23 sections (b)(1) or (b)(3), as applicable.

24 (C) APPLICATION REQUIREMENTS.—

1 (i) IN GENERAL.—The Secretary may
2 not allocate funds to an eligible recipient
3 or subrecipient of funds under chapter 53
4 of title 49, United States Code, unless the
5 recipient provides to the Secretary—

6 (I) estimates of financial need;

7 (II) data on reductions in farebox
8 or other sources of local revenue for
9 sustained operations; and

10 (III) a spending plan for such
11 funds.

12 (ii) EVALUATION.—

13 (I) IN GENERAL.—Applications
14 for assistance under this paragraph
15 shall be evaluated by the Secretary
16 based on the level of financial need
17 demonstrated by an eligible recipient
18 or subrecipient, including projections
19 of future financial need to maintain
20 service as a percentage of the 2018
21 operating costs that has not been re-
22 placed by the funds made available to
23 the eligible recipient or subrecipient
24 under paragraphs (1) through (5) of
25 this subsection when combined with

1 the amounts allocated to such eligible
2 recipient or subrecipient from funds
3 previously made available for the op-
4 erating expenses of transit agencies
5 related to the response to the
6 COVID–19 public health emergency.

7 (II) RESTRICTION.—Amounts
8 made available under this paragraph
9 shall only be available for operating
10 expenses.

11 (iv) STATE APPLICANTS.—A State
12 may apply for assistance under this para-
13 graph on behalf of an eligible recipient or
14 subrecipient, or a group of eligible recipi-
15 ents or subrecipients.

16 (D) UNOBLIGATED FUNDS.—If amounts
17 made available under this paragraph remain
18 unobligated on September 30, 2023, such
19 amounts shall be available for any purpose eligi-
20 ble under section 5324 of title 49, United
21 States Code.

22 **SEC. 7007. RELIEF FOR AIRPORTS.**

23 (a) IN GENERAL.—

24 (1) IN GENERAL.—In addition to amounts oth-
25 erwise made available, there is appropriated for fis-

1 cal year 2021, out of any funds in the Treasury not
2 otherwise appropriated, \$8,000,000,000 for assist-
3 ance to airports under sections 47101 through
4 47144 of title 49, United States Code, to remain
5 available until September 30, 2024, to be made
6 available to prevent, prepare for, and respond to
7 coronavirus.

8 (2) REQUIREMENTS AND LIMITATIONS.—
9 Amounts made available under this section—

10 (A) shall not be subject to the require-
11 ments of chapter 471 of title 49, United States
12 Code, except the requirements of chapter 471
13 (other than eligibility requirements) shall apply
14 to any contract awarded after the date of enact-
15 ment of this Act for airport development;

16 (B) may not be used for any purpose not
17 directly related to the airport; and

18 (C) may not be provided to any airport
19 that was allocated in excess of 4 years of oper-
20 ating funds to prevent, prepare for, and re-
21 spond to coronavirus in fiscal year 2020.

22 (b) ALLOCATIONS.—The following terms shall apply
23 to the amounts made available under this section:

24 (1) OPERATING EXPENSES AND DEBT SERVICE
25 PAYMENTS.—

1 (A) IN GENERAL.—Not more than
2 \$6,492,000,000 shall be made available for pri-
3 mary airports, as such term is defined in sec-
4 tion 47102 of title 49, United States Code, and
5 certain cargo airports, for costs related to oper-
6 ations, personnel, cleaning, sanitization, jani-
7 torial services, combating the spread of patho-
8 gens at the airport, and debt service payments.

9 (B) DISTRIBUTION.— Amounts made
10 available under this paragraph—

11 (i) shall not be subject to the reduced
12 apportionments under section 47114(f) of
13 title 49, United States Code;

14 (ii) shall first be apportioned as set
15 forth in sections 47114(c)(1)(A),
16 47114(c)(1)(C)(i), 47114(c)(1)(C)(ii),
17 47114(c)(2)(A), 47114(c)(2)(B), and
18 47114(c)(2)(E) of title 49, United States
19 Code; and

20 (iii) shall not be subject to a max-
21 imum apportionment limit set forth in sec-
22 tion 47114(c)(1)(B) of title 49, United
23 States Code.

24 (C) REMAINING AMOUNTS.—Any amount
25 remaining after distribution under subpara-

1 graph (B) shall be distributed to the sponsor of
2 each primary airport (as such term is defined
3 in section 47102 of title 49, United States
4 Code) based on each such primary airport's
5 passenger enplanements compared to the total
6 passenger enplanements of all such primary air-
7 ports in calendar year 2019.

8 (2) FEDERAL SHARE FOR DEVELOPMENT
9 PROJECTS.—

10 (A) IN GENERAL.—Not more than
11 \$608,000,000 allocated under subsection (a)(1)
12 shall be available to pay a Federal share of 100
13 percent of the costs for any grant awarded in
14 fiscal year 2021, or in fiscal year 2020 with less
15 than a 100-percent Federal share, for an air-
16 port development project (as such term is de-
17 fined in section 47102 of title 49).

18 (B) REMAINING AMOUNTS.—Any amount
19 remaining under this paragraph shall be distrib-
20 uted as described in paragraph (1)(C).

21 (3) NONPRIMARY AIRPORTS.—

22 (A) IN GENERAL.—Not more than
23 \$100,000,000 shall be made available for gen-
24 eral aviation and commercial service airports
25 that are not primary airports (as such terms

1 are defined in section 47102 of title 49, United
2 States Code) for costs related to operations,
3 personnel, cleaning, sanitization, janitorial serv-
4 ices, combating the spread of pathogens at the
5 airport, and debt service payments.

6 (B) DISTRIBUTION.—Amounts made avail-
7 able under this paragraph shall be apportioned
8 to each non-primary airport based on the cat-
9 egories published in the most current National
10 Plan of Integrated Airport Systems, reflecting
11 the percentage of the aggregate published eligi-
12 ble development costs for each such category,
13 and then dividing the allocated funds evenly
14 among the eligible airports in each category,
15 rounding up to the nearest thousand dollars.

16 (C) REMAINING AMOUNTS.—Any amount
17 remaining under this paragraph shall be distrib-
18 uted as described in paragraph (1)(C).

19 (4) AIRPORT CONCESSIONS.—

20 (A) IN GENERAL.—Not more than
21 \$800,000,000 shall be made available for spon-
22 sors of primary airports to provide relief from
23 rent and minimum annual guarantees to airport
24 concessions, of which at least \$640,000,000
25 shall be available to provide relief to eligible

1 small airport concessions and of which at least
2 \$160,000,000 shall be available to provide relief
3 to eligible large airport concessions located at
4 primary airports.

5 (B) DISTRIBUTION.—The amounts made
6 available for each set-aside in this paragraph
7 shall be distributed to the sponsor of each pri-
8 mary airport (as such term is defined in section
9 47102 of title 49, United States Code) based on
10 each such primary airport’s passenger
11 enplanements compared to the total passenger
12 enplanements of all such primary airports in
13 calendar year 2019.

14 (C) CONDITIONS.—As a condition of ap-
15 proving a grant under this paragraph—

16 (i) the sponsor shall provide such re-
17 lief from the date of enactment of this Act
18 until the sponsor has provided relief equal-
19 ing the total grant amount, to the extent
20 practicable and to the extent permissible
21 under State laws, local laws, and applicable
22 trust indentures; and

23 (ii) for each set-aside, the sponsor
24 shall provide relief from rent and minimum
25 annual guarantee obligations to each eligi-

1 ble airport concession in an amount that
2 reflects each eligible airport concession's
3 proportional share of the total amount of
4 the rent and minimum annual guarantees
5 of those eligible airport concessions at such
6 airport.

7 (c) ADMINISTRATION.—

8 (1) ADMINISTRATIVE EXPENSES.—The Admin-
9 istrator of the Federal Aviation Administration may
10 retain up to 0.1 percent of the funds provided under
11 this section to fund the award of, and oversight by
12 the Administrator of, grants made under this sec-
13 tion.

14 (2) WORKFORCE RETENTION REQUIRE-
15 MENTS.—

16 (A) REQUIRED RETENTION.—All airports
17 receiving funds under this section shall continue
18 to employ, through September 30, 2021, at
19 least 90 percent of the number of individuals
20 employed (after making adjustments for retire-
21 ments or voluntary employee separations) by
22 the airport as of March 27, 2020.

23 (B) WAIVER OF RETENTION REQUIRE-
24 MENT.—The Secretary shall waive the work-

1 force retention requirement if the Secretary de-
2 termines that—

3 (i) the airport is experiencing eco-
4 nomic hardship as a direct result of the re-
5 quirement; or

6 (ii) the requirement reduces aviation
7 safety or security.

8 (C) EXCEPTION.—The workforce retention
9 requirement shall not apply to nonhub airports
10 or nonprimary airports receiving funds under
11 this section.

12 (d) DEFINITIONS.—In this section:

13 (1) ELIGIBLE LARGE AIRPORT CONCESSION.—
14 The term “eligible large airport concession” means
15 a concession (as defined in section 23.3 of title 49,
16 Code of Federal Regulations), that is in-terminal
17 and has maximum gross receipts, averaged over the
18 previous three fiscal years, of more than
19 \$56,420,000.

20 (2) ELIGIBLE SMALL AIRPORT CONCESSION.—
21 The term “eligible small airport concession” means
22 a concession (as defined in section 23.3 of title 49,
23 Code of Federal Regulations), that is in-terminal
24 and—

1 (A) a small business with maximum gross
2 receipts, averaged over the previous 3 fiscal
3 years, of less than \$56,420,000; or

4 (B) is a joint venture (as defined in section
5 23.3 of title 49, Code of Federal Regulations).

6 **Subtitle B—Aviation**

7 **Manufacturing Jobs Protection**

8 **SEC. 7101. DEFINITIONS.**

9 In this subtitle:

10 (1) **ELIGIBLE EMPLOYEE GROUP.**—The term
11 “eligible employee group” means the portion of an
12 employer’s United States workforce that—

13 (A) does not exceed 25 percent of the em-
14 ployer’s total United States workforce as of
15 April 1, 2020; and

16 (B) contains only employees with a total
17 compensation level of \$200,000 or less per year;
18 and

19 (C) is engaged in aviation manufacturing
20 activities and services, or maintenance, repair,
21 and overhaul activities and services.

22 (2) **AVIATION MANUFACTURING COMPANY.**—
23 The term “aviation manufacturing company” means
24 a corporation, firm, or other business entity—

25 (A) that—

1 (i) actively manufactures an aircraft,
2 aircraft engine, propeller, or a component,
3 part, or systems of an aircraft or aircraft
4 engine under a Federal Aviation Adminis-
5 tration production approval; or

6 (ii) holds a certificate issued under
7 part 145 of title 14, Code of Federal Regu-
8 lations, for maintenance, repair, and over-
9 haul of aircraft, aircraft engines, compo-
10 nents, or propellers.

11 (B) which, as supported by demonstrable
12 evidence—

13 (i) is established, created, or orga-
14 nized in the United States or under the
15 laws of the United States; and

16 (ii) has significant operations in, and
17 a majority of its employees engaged in
18 aviation manufacturing activities and serv-
19 ices, or maintenance, repair, and overhaul
20 activities and services based in, the United
21 States;

22 (C) which, as supported by demonstrable
23 evidence, has involuntarily furloughed or laid
24 off at least 10 percent of its workforce in 2020
25 as compared to 2019 or has experienced at

1 least a 15 percent decline in 2020 revenues as
2 compared to 2019;

3 (D) that, as supported by sworn financial
4 statements or other appropriate data, has iden-
5 tified the eligible employee group and the
6 amount of total compensation level for the eligi-
7 ble employee group;

8 (E) that agrees to provide private con-
9 tributions and maintain the total compensation
10 level for the eligible employee group for the du-
11 ration of an agreement under this subtitle;

12 (F) that agrees to provide immediate no-
13 tice and justification to the Secretary of invol-
14 untary furloughs or layoffs exceeding 10 per-
15 cent of the workforce that is not included in an
16 eligible employee group for the duration of an
17 agreement and receipt of public contributions
18 under this subtitle;

19 (G) that has not conducted involuntary
20 furloughs or reduced pay rates or benefits for
21 the eligible employee group, subject to the em-
22 ployer's right to discipline or terminate an em-
23 ployee in accordance with employer policy, be-
24 tween the date of application and the date on
25 which such a corporation, firm, or other busi-

1 ness entity enters into an agreement with the
2 Secretary under this subtitle; and

3 (H) that—

4 (i) in the case of a corporation, firm,
5 or other business entity including any par-
6 ent company or subsidiary of such a cor-
7 poration, firm, or other business entity,
8 that holds any type or production certifi-
9 cate or similar authorization issued under
10 section 44704 of title 49, United States
11 Code, with respect to a transport-category
12 airplane covered under part 25 of title 14,
13 Code of Federal Regulations, certificated
14 with a passenger seating capacity of 50 or
15 more, agrees to refrain from conducting in-
16 voluntary layoffs or furloughs, or reducing
17 pay rates and benefits, for the eligible em-
18 ployee group, subject to the employer's
19 right to discipline or terminate an em-
20 ployee in accordance with employer policy
21 from the date of agreement until Sep-
22 tember 30, 2021, or the duration of the
23 agreement and receipt of public contribu-
24 tions under this subtitle, whichever period
25 ends later; or

1 (ii) in the case of corporation, firm, or
2 other business entity not specified under
3 subparagraph (i), agrees to refrain from
4 conducting involuntary layoffs or fur-
5 loughs, or reducing pay rates and benefits,
6 for the eligible employee group, subject to
7 the employer’s right to discipline or termi-
8 nate an employee in accordance with em-
9 ployer policy for the duration of the agree-
10 ment and receipt of public contributions
11 under this subtitle.

12 (3) COVID–19 PUBLIC HEALTH EMERGENCY.—
13 The term “COVID–19 public health emergency”
14 means the public health emergency first declared on
15 January 31, 2020, by the Secretary of Health and
16 Human Services under section 319 of the Public
17 Health Service Act (42 U.S.C. 247d) with respect to
18 the 2019 Novel Coronavirus (COVID–19) and in-
19 cludes any renewal of such declaration pursuant to
20 such section 319.

21 (4) EMPLOYEE.—The term “employee” has the
22 meaning given that term in section 3 of the Fair
23 Labor Standards Act of 1938 (29 U.S.C. 203).

24 (5) EMPLOYER.—The term “employer” means
25 an aviation manufacturing company that is an em-

1 ployer (as defined in section 3 of the Fair Labor
2 Standards Act of 1938 (29 U.S.C. 203)).

3 (6) PRIVATE CONTRIBUTION.—The term “pri-
4 vate contribution” means the contribution funded by
5 the employer under this subtitle to maintain 50 per-
6 cent of the eligible employee group’s total compensa-
7 tion level, and combined with the public contribu-
8 tion, is sufficient to maintain the total compensation
9 level for the eligible employee group as of April 1,
10 2020.

11 (7) PUBLIC CONTRIBUTION.—The term “public
12 contribution” means the contribution funded by the
13 Federal Government under this title to provide 50
14 percent of the eligible employees group’s total com-
15 pensation level, and combined with the private con-
16 tribution, is sufficient to maintain the total com-
17 pensation level for those in the eligible employee
18 group as of April 1, 2020.

19 (8) SECRETARY.—The term “Secretary” means
20 the Secretary of Transportation.

21 (9) TOTAL COMPENSATION LEVEL.—The term
22 “total compensation level” means the level of total
23 base compensation and benefits being provided to an
24 eligible employee group employee, excluding overtime

1 and premium pay, and excluding any Federal, State,
2 or local payroll taxes paid, as of April 1, 2020.

3 **SEC. 7102. PAYROLL SUPPORT PROGRAM.**

4 (a) IN GENERAL.—The Secretary shall establish a
5 payroll support program and enter into agreements with
6 employers who meet the eligibility criteria specified in sub-
7 section (b) and are not ineligible under subsection (c), to
8 provide public contributions to supplement compensation
9 of an eligible employee group. There is appropriated, out
10 of amounts in the Treasury not otherwise appropriated,
11 \$3,000,000,000 for the Secretary to carry out the payroll
12 support program authorized under the preceding sentence,
13 to remain available until September 30, 2023, 1 percent
14 of the funds to be used for implementation costs and ad-
15 ministrative expenses.

16 (b) ELIGIBILITY.—The Secretary shall enter into an
17 agreement and provide public contributions, for a term no
18 longer than 6 months, solely with an employer that—

19 (1) agrees to use the funds received under an
20 agreement exclusively for the continuation of em-
21 ployee wages, salaries, and benefits, to maintain the
22 total compensation level for the eligible employee
23 group as of April 1, 2020 for the duration of the
24 agreement, and to facilitate the retention, rehire, or
25 recall of employees of the employer, except that such

1 funds may not be used for back pay of returning re-
2 hired or recalled employees; and

3 (2) agrees that any false, fictitious, misleading,
4 or fraudulent information made or submitted by the
5 employer, or the omission of any material fact by the
6 employer, may subject the employer to criminal,
7 civil, or administrative penalties for fraud, false
8 statements, false claims, or otherwise pursuant to
9 applicable Federal law.

10 (c) INELIGIBILITY.—The Secretary may not enter
11 into any agreement under this section with an employer
12 who was allowed a credit under section 2301 of the
13 CARES Act (26 U.S.C. 3111 note) for any calendar quar-
14 ter ending before such agreement is entered into, who re-
15 ceived financial assistance under section 4113 of the
16 CARES Act (15 U.S.C. 9073), or who is currently expend-
17 ing financial assistance under the paycheck protection pro-
18 gram established under section 7(a)(36) of the Small
19 Business Act (15 U.S.C. 636(a)(36)), as of the date the
20 employer submits an application under the payroll support
21 program established under subsection (a).

22 (d) REDUCTIONS.—To address any shortfall in assist-
23 ance that would otherwise be provided under this subtitle,
24 the Secretary shall reduce, on a pro rata basis, the finan-
25 cial assistance provided under this subtitle.

1 (e) AGREEMENT DEADLINE.—No agreement may be
2 entered into by the Secretary under the payroll support
3 program established under subsection (a) after the last
4 day of the 6 month period that begins on the effective
5 date of the first agreement entered into under such pro-
6 gram.

7 **Subtitle C—Continued Assistance**
8 **to Rail Workers**

9 **SEC. 7201. ADDITIONAL ENHANCED BENEFITS UNDER THE**
10 **RAILROAD UNEMPLOYMENT INSURANCE ACT.**

11 (a) IN GENERAL.—Section 2(a)(5)(A) of the Railroad
12 Unemployment Insurance Act (45 U.S.C. 352(a)(5)(A)) is
13 amended—

14 (1) in the first sentence—

15 (A) by striking “March 14, 2021” and in-
16 serting “October 3, 2021”;

17 (B) by striking “or July 1, 2020” and in-
18 serting “July 1, 2020, or July 1, 2021”; and

19 (2) by adding at the end the following: “For
20 registration periods beginning after March 14, 2021,
21 but on or before October 3, 2021, the recovery ben-
22 efit payable under this subparagraph shall be in the
23 amount of \$800.”.

24 (b) CLARIFICATION ON AUTHORITY TO USE
25 FUNDS.—Funds appropriated under subparagraph (B) of

1 section 2(a)(5) of the Railroad Unemployment Insurance
2 Act (45 U.S.C. 352(a)(5)) shall be available to cover the
3 cost of recovery benefits provided under such section
4 2(a)(5) by reason of the amendments made by subsection
5 (a) as well as to cover the cost of such benefits provided
6 under such section 2(a)(5) as in effect on the day before
7 the date of enactment of this Act.

8 **SEC. 7202. EXTENDED UNEMPLOYMENT BENEFITS UNDER**
9 **THE RAILROAD UNEMPLOYMENT INSURANCE**
10 **ACT.**

11 (a) IN GENERAL.—Section 2(c)(2)(D) of the Rail-
12 road Unemployment Insurance Act (45 U.S.C.
13 352(c)(2)(D)) is amended—

14 (1) in clause (i)—

15 (A) in subclause (I), by striking “185
16 days” and inserting “330 days”;

17 (B) in subclause (II),

18 (i) by striking “19 consecutive 14-day
19 periods” and inserting “33 consecutive 14-
20 day periods”; and

21 (ii) by striking “6 consecutive 14-day
22 periods” and inserting “20 consecutive 14-
23 day periods”;

24 (2) in clause (ii)—

1 (A) by striking “120 days of unemploy-
2 ment” and inserting “265 days of unemploy-
3 ment”;

4 (B) by striking “12 consecutive 14-day pe-
5 riods” and inserting “27 consecutive 14-day pe-
6 riods”; and

7 (C) by striking “6 consecutive 14-day peri-
8 ods” and inserting “20 consecutive 14-day peri-
9 ods”; and

10 (3) in clause (iii)—

11 (A) by striking “June 30, 2021” and in-
12 serting “June 30, 2022”; and

13 (B) by striking “the provisions of clauses
14 (i) and (ii) shall not apply to any employee
15 whose extended benefit period under subpara-
16 graph (B) begins after March 14, 2021, and
17 shall not apply to any employee with respect to
18 any registration period beginning after April 5,
19 2021.” and inserting “the provisions of clauses
20 (i) and (ii) shall not apply to any employee with
21 respect to any registration period beginning
22 after October 3, 2021.”

23 (b) CLARIFICATION ON AUTHORITY TO USE
24 FUNDS.—Funds appropriated under either the first or
25 second sentence of clause (v) of section 2(e)(2)(D) of the

1 Railroad Unemployment Insurance Act shall be available
2 to cover the cost of additional extended unemployment
3 benefits provided under such section 2(c)(2)(D) by reason
4 of the amendments made by subsection (a) as well as to
5 cover the cost of such benefits provided under such section
6 2(c)(2)(D) as in effect on the day before the date of enact-
7 ment of this Act.

8 **SEC. 7203. EXTENSION OF WAIVER OF THE 7-DAY WAITING**
9 **PERIOD FOR BENEFITS UNDER THE RAIL-**
10 **ROAD UNEMPLOYMENT INSURANCE ACT.**

11 (a) IN GENERAL.—Section 2112(a) of the CARES
12 Act (15 U.S.C. 9030(a)) is amended by striking “March
13 14, 2021” and inserting “October 3, 2021”.

14 (b) CLARIFICATION ON AUTHORITY TO USE
15 FUNDS.—Funds appropriated under section 2112(c) of
16 the CARES Act (15 U.S.C. 9030(c)) shall be available to
17 cover the cost of additional benefits payable due to section
18 2112(a) of such Act by reason of the amendments made
19 by subsection (a) as well as to cover the cost of such bene-
20 fits payable due to such section 2112(a) as in effect on
21 the day before the date of enactment of this Act.

1 **SEC. 7204. RAILROAD RETIREMENT BOARD AND OFFICE OF**
2 **THE INSPECTOR GENERAL FUNDING.**

3 In addition to amounts otherwise made available,
4 there are appropriated for fiscal year 2021, out of any
5 money in the Treasury not otherwise appropriated—

6 (1) \$27,975,000, to remain available until ex-
7 pended, for the Railroad Retirement Board, to pre-
8 vent, prepare for, and respond to coronavirus, of
9 which—

10 (A) \$6,800,000 shall be for additional hir-
11 ing and overtime bonuses as needed to admin-
12 ister the Railroad Unemployment Insurance
13 Act; and

14 (B) \$21,175,000 shall be to supplement,
15 not supplant, existing resources devoted to op-
16 erations and improvements for the Information
17 Technology Investment Initiatives of the Rail-
18 road Retirement Board; and

19 (2) \$500,000, to remain available until ex-
20 pended, for the Railroad Retirement Board Office of
21 Inspector General for audit, investigatory and review
22 activities, as authorized by the Inspector General
23 Act of 1978.