



COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

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COVID-19 Resource Guide Agency Actions & Information *(last updated January 5, 2021)*

During this unprecedented time of pandemic crisis, the President and federal agencies are diligently monitoring and responding to the needs of the American people through appropriate executive and regulatory actions. Committee on Transportation and Infrastructure Republicans are working closely with the Trump Administration to ensure our economy can come back strong and our transportation industries can continue to provide necessary jobs and services to Americans in response to COVID-19.

Below please find a list of relevant agency actions already taken. Please note, given rapidly changing conditions, this may not be an exhaustive list, but we will update as appropriate.

Department of Transportation:

The Department of Transportation (DOT) [distributed 15.6 million cloth masks](#) throughout the transportation industry.

Federal Motor Carrier Safety Administration (FMCSA):

- FMCSA issued an [emergency declaration](#) to provide hours-of-service regulatory relief during the presidentially declared emergency regarding COVID-19 for those transporting relief items such as medical supplies and equipment, masks, gloves, sanitizer, soap, food, housing and quarantine facility supplies, and emergency service personnel. This [relief extends](#) to those carrying raw materials, packaging, wood pulp, feed, fertilizer, and other precursors that are necessary for manufacturing and transporting essential items. Drivers must still receive off duty breaks. FMCSA requires a minimum of 10 hours off duty if transporting freight and 8 hours if transporting passengers.
- [FMCSA previously granted a waiver from certain regulations](#) applicable to interstate and intrastate commercial driver's license (CDL) and commercial learner's permit (CLP) holders and to other interstate drivers operating commercial motor vehicles (CMVs):
 - Extended the maximum period of CLP validity that are due for renewal on or after March 1, 2020, without requiring the CLP holders to retake the general and endorsement knowledge tests.

- Waived the requirement that CLP holders wait 14 days to take the CDL skills test.
 - Waived the requirement that CDL holders, CLP holders, and non-CDL drivers have a medical examination and certification, provided that they have proof of a valid medical certification that was issued for a period of 90 days or longer and that expired on or after March 1, 2020.
 - Waived the requirement that CDL or CLP holders provide the State Driver Licensing Agency with an original or copy of a subsequently issued medical examiner's certificate to maintain the medical certification status of "certified" so long as they have proof of a valid medical certification that expired on or after March 1, 2020.
 - Waived the requirement that the State Driver Licensing Agency change the CDL or CLP holder's medical certification status to "not certified" upon the expiration of the medical examiner's certificate or medical variance, provided that the CDL or CLP holders have proof of a valid medical certification that expired on or after March 1, 2020.
 - Waived the requirements that the State Driver Licensing Agency initiate a CDL or CLP downgrade upon the expiration of the medical examiner's certificate or medical variance, provided that the CDL or CLP holders have proof of a valid medical certification or medical variance that expired on or after March 1, 2020.
 - Allowed for CDL examiners to conduct skills tests without being physically in the truck by using in-cab cameras, online testing, and other technologies.
- FMCSA and the Pipeline and Hazardous Materials Safety Administration (PHMSA) [gave enforcement discretion](#) for inspection requirements for cargo tank motor vehicles (CMTVs) and portable tanks in the state of Alaska through October 31, 2020. COVID-19 and related travel restrictions created burdens on those who perform inspections and tests, reducing the number of available inspectors, especially in remote areas.
 - More Information: [website](#)

Federal Transit Administration (FTA):

- FTA will allocate [\\$25 billion](#) to prevent, prepare for, and respond to the coronavirus through the existing Urbanized Area Formula Grants Program, Rural Area Formula Grants Program, and the Tribal Transit Formula Grants Program. Funding for each individual transit provider will be determined by each provider's governor or designated recipient. Funding will be provided at a 100 percent federal share with no local match required and may be used to support operating, capital, and other expenses incurred since January 20, 2020. Note that both capital and operating activities undertaken in response to COVID-19 are eligible for reimbursement under FTA funds provided by the CARES Act. FTA offers assistance on eligibility and requirements via:
 - [Recommendations to reduce the spread of COVID-19](#);
 - [Frequently Asked Questions \(FAQs\) page](#);
 - [Apportionment tables](#) for states and urbanized areas to begin their planning processes; and

- FTAresponse@dot.gov.
- FTA established an Emergency Relief docket that allows recipients in states in which the governor has declared an emergency related to COVID-19 to request temporary relief from certain federal requirements, as well as from provisions of non-statutory FTA requirements. Some federal requirements, such as competitive federal procurement, already permit waivers during emergency circumstances. Petitions for relief from FTA must be posted here in order to receive consideration by FTA. Grantees or subgrantees seeking relief have three avenues to submit a petition: (1) post in the docket, (2) submit two copies to the FTA Administrator (email to Bonnie.Graves@dot.gov), or (3) contact any FTA regional office to have FTA staff submit the petition on their behalf.
- FTA extended deadlines by 30 days for its grant programs with [active notices of funding opportunities \(NOFOs\)](#). This allowed transit systems more time to apply for grant funding while dealing with work disruptions due to the virus.
- FTA gave transit agencies more time to comply with the [Public Transportation Agency Safety Plan \(PTASP\) regulation](#), which requires that they incorporate Safety Management System (SMS) policies and procedures as they develop safety plans to manage risks. The deadline for compliance was December 31, 2020.
- FTA extended the eligibility for Emergency Relief formula funding to pay for operating expenses related to COVID-19 recovery through January 20, 2022, at 100-percent federal share.
- FTA issued two Notices of Enforcement Discretion to advise FTA grantees that it will refrain from taking enforcement action regarding the [Public Transportation Safety Plans](#) and [Public Transportation Safety Certification Training Program](#) regulations through July 20, 2021, and August 20, 2022, respectively.
- More Information: [website](#)

Federal Highway Administration (FHWA):

- FHWA issued guidance on using Changeable Message Signs (CMS) for COVID-19 messages. While there is no waiver authority under the Manual on Uniform Traffic Control Devices (MUTCD), there are exceptions because of the President's National Emergency Declaration. Emergency homeland security messages can be used for State and local highway agencies and federal lands managers to display messages concerning COVID-19 so long as CMS messages do not appear as advertising. States and local highway agencies and federal lands managers should follow their established policy for the display of these type of optional messages.
- More Information: [website](#)

Federal Railroad Administration (FRA):

- The FRA Administrator determined that the imminent threat and exposure to the COVID-19 virus poses a risk of serious illness that constitutes an [emergency situation](#) as related to railroad operations. This activates the FRA's [Emergency Relief Docket](#) and allows the parties regulated by the FRA to petition for emergency waivers of safety rules. To submit a petition for emergency waiver of FRA regulations, visit the [docket](#) or email RRS.Correspondence@fra.dot.gov.
- FRA is waiving multiple regulatory requirements for all member railroads of the Association of American Railroads, American Short Line and Regional Railroad Association, and American Public Transportation Association operating in the U.S. through September 18, 2021, or within 3 months of the Administrator's emergency declaration related to COVID-19 being rescinded. These regulations address inspections, maintenance, testing, certifications related to employee training and physical fitness, and employee restrictions. Railroads are required to keep detailed records regarding how they took advantage of the waiver.
- CDC issued [guidance](#) for critical infrastructure workers, including Class I freight employees, who may have been exposed to a person with COVID-19. The guidance permits employees to continue working as long as they remain asymptomatic, wear a mask for 14 days following exposure, practice social distancing, and maintain a clean workspace. Employers must monitor the exposed employee's health and send them home immediately if symptoms develop.
- More Information: [website](#)

Amtrak:

- In response to public health guidance, Amtrak, a government-owned corporation, is [waiving change fees](#) on all existing or new reservations made by March 31, 2021. Individuals can modify their trip on Amtrak.com or use the Amtrak app. Amtrak has also reduced service schedules and increased the frequency of cleaning services, supplying sanitizers for employees, and enforcing good hygiene practices.
- Acela Express and Northeast Regional trains are operating on modified schedules.
- More Information: [website](#)

Federal Aviation Administration (FAA):

- FAA vetted and revised draft regulatory guidance from Centers for Disease Control and Prevention (CDC), Customs and Border Protection (CBP), and the Transportation Security Administration (TSA). As a joint effort with the CDC, FAA the issued a [Safety Alert for Operators](#) recommending precautions for air crewmembers to reduce the risk

of transmission of the virus onboard aircraft or through air travel. FAA also issued [recommendations](#) for airlines on safely carrying cargo in passenger cabins as carriers look to haul only cargo on some planes during the pandemic.

- FAA is involved with several projects to continue the repatriation of U.S. nationals, movement of essential goods and services, and other services to combat COVID-19:
 - Maintaining an airbridge to bring American nationals safely home;
 - Funneling returning Americans to designated airports for health-screenings;
 - Suspending entry to non-citizens from affected areas;
 - Continuing air and sea cargo traffic between foreign trading partners;
 - Shaping health protocols to protect aircraft crews;
 - Disseminating health information to airlines;
 - Providing [information to airport sponsors](#); and
 - Issuing [guidance for state, local, and territorial governments](#) on screening, movement, and access restrictions that may impact air transport.

- FAA provided relief for airlines by [temporarily waiving airport slot rules through May 2020](#). Generally, airlines that hold slots at slot-controlled airports such as JFK, LGA, and DCA, must use their slot 80 percent of the time or else they forfeit their slot.

- FAA is protecting flight attendants from COVID-19 by [granting exemptions](#) from seating requirements to allow for social distancing and excusing them from demonstrating the use of emergency equipment such as oxygen masks. Individual carriers may submit a letter of intent to be granted these exemptions through January 31, 2021.

- Because the FAA's ability to perform medical examinations for crewmembers is currently limited it will [temporarily accept expired medical certificates](#) if the expiration occurs from March 31, 2020, through January 31, 2021.

- FAA amended a [cockpit oxygen-mask regulation](#) to reduce the potential for pilots to be exposed to any pathogens that may be on the masks.

- The FAA is adjusting controller schedules based on decreased air traffic demand, limiting Air Traffic Control (ATC) hours at smaller airports, and temporarily closing the ATC facilities where traffic has been significantly reduced. FAA and air traffic managers are prepared to activate additional back-up facilities should an ATC facility become inoperable.

- DOT is allowing airlines to [reduce Essential Air Service \(EAS\) flights](#) and still receive 50 percent of the per-flight amount for flights that are not operated so long as they complete at least one trip a day, six days a week, for that community. DOT will not take enforcement action against airlines that do not meet EAS requirements unless the community being served formally objects to the change in service levels.

- FAA adopted [Special Federal Aviation Regulation](#) (SFAR) 118 granting relief from FAA regulations on training, recent experience, testing, renewal, and checking requirements. The relief is directed at individuals, operators, and certificate holders affected through November 2020. This broad SFAR applies to parts 61, 91, 107, and 125 of Title 14 of the Code of Federal Relations (14 CFR).
- More Information: [website](#)

Pipeline and Hazardous Materials Safety Administration (PHMSA):

- PHMSA understands that some pipeline operators are finding it difficult to meet regulatory requirements because of personnel and resource constraints due to the national emergency. Because of this, PHMSA does not intend to take any enforcement actions regarding operator qualification and control room management requirements and will consider exercising enforcement discretion regarding Part 199 employment drug testing requirements.
- PHMSA will exercise discretion in overall enforcement of all regulatory requirements under Federal pipeline safety laws. Operators should document any issues they have with compliance and communicate these to these to PHMSA by email at Pipeline-COVID-19-notice@dot.gov or their appropriate [intrastate operator](#).
- In order to minimize supply chain disruptions, PHMSA [temporarily halted enforcement actions](#) for shippers and carriers unable to comply with Hazardous Materials Regulations (HMR) training in 2020. PHMSA and the U.S. Coast Guard extended temporary enforcement discretion for any hazmat employee engaged in the maritime transportation of hazardous materials and is unable to comply with training requirements under hazardous materials regulations due to the COVID-19 health crisis.
- PHMSA provided temporary relief from HMR for hand sanitizer products meeting certain specifications and shipped by highway. This [notice](#) provided relief for additional package configurations and sizes to facilitate shipments of these vital products from companies producing hand sanitizer under the March 2020 FDA industry [guidance](#) for temporary preparation of certain alcohol-based hand sanitizers during the COVID-19 health emergency.
- PHMSA issued a [notice](#) of administrative discretion and guidance for renewal of requalification identification number (RIN) approvals.
 - An Independent Inspection Agency (IIA) inspection is required to renew RINs, which allows an entity to inspect, test, certify, repair, or rebuild certain types of cylinders and pressure receptacles.

- Due to travel restrictions and quarantine requirements, many RIN holders have not been able to have an IIA visit their facilities and provide the pre-inspection report required under hazmat regulations.
 - To provide RIN holders additional time to get an IIA inspection, PHMSA will waive compliance for those requesting renewal if they are unable to get an IIA inspection and will grant a 12-month renewal instead of the usual 5-year period.
- PHMSA issued a [notice](#) to clarify flexibilities in HMR regarding shipper's certification signatures on shipping papers. The notice confirms no physical contact is required, allowing shippers and carriers to maintain social distancing and meet all requirements for hazardous materials shipping papers.
- PHMSA will work with industry and State partners to address any emergent need for special permits or State waivers and, if appropriate, reschedule some inspections as a result of the COVID-19 outbreak. Additional guidance to States can be found on PHMSA's [website](#).
- PHMSA and FMSCA previously halted enforcement action against any person for filling a DOT-specification cylinder used to transport Division 2.2 non-flammable gas by motor vehicle, provided the cylinder meets all HMR except that it is overdue for periodic requalification by less than 12 months. Due to COVID-19, the medical and industrial natural gas industries may be experiencing difficulties due to an increased demand for these gases or disruptions in normal business models for cylinder exchanges. This enforcement discretion minimized disruptions to the supply chain, especially for those supplies related to providing medical gases to the health care industry.
- PHMSA issued a [notice](#) of enforcement discretion for the transportation of sanitizing and disinfecting materials to be used in protecting the health and safety of employees. Transportation companies are essential businesses and face challenges in providing personnel with necessary materials that protect their health and safety and comply with government regulations.
- PHMSA issued a [notice](#) providing temporary relief from enforcement action for retesting of United Nations performance-oriented packaging used for hazardous materials transportation if packaging manufacturers are unable to conduct periodic design qualification within 90 days of a retest date due to COVID-19 operational disruptions.
- PHMSA temporarily suspended requirements for gas transmission pipeline operators with the *Safety of Gas Transmission Pipelines: MAOP Reconfirmation, Expansion of Assessment Requirements* rule.
- PHMSA previously allowed unpaid user fees for Pipeline and Underground Natural Gas Storage operators to be [paid without penalties](#) or interest charges through July 2020.

- PHMSA issued a [safety advisory](#) to provide information on proper shipment of COVID-19 diagnostic materials (e.g. nasal swabs, vials of spectrum, etc.), which are classified as Category B infectious substance hazardous materials under HMR. The advisory was issued in response to several instances of improperly marked or packaged diagnostic samples offered for transportation.
- More Information: [website](#)

National Highway Traffic and Safety Administration (NHTSA):

- NHTSA sent a message to its States and traffic safety partners that it recognizes that states, law enforcement, and first responders are focused on the COVID-19 response. NHTSA is postponing its required national traffic safety campaigns, including the Distracted Driving, Heatstroke Awareness, and *Click It or Ticket* programs.
- NHTSA issued a [notice of waivers and postponements](#) of certain requirements in the State Highway Safety programs, using its *CARES Act* authority.
- More Information: [website](#)

Maritime Administration (MARAD):

- MARAD is directing mariners and maritime commerce stakeholders to the [U.S. Coast Guard guidance](#), which will be regularly updated, and to [State Department](#) and [CDC](#) guidance on travel.
- More Information: [website](#) | OutbreakQuestions@uscg.mil

Department of Homeland Security:

Federal Emergency Management Administration (FEMA):

- [FEMA is leading federal operations on behalf of the White House Coronavirus Task Force](#), which oversees the whole-of-government response to the pandemic. As part of the White House Coronavirus Task Force, the Department of Health and Human Services (HHS) will continue to provide their subject matter expertise.
- President Trump issued a [declaration of a nationwide emergency](#) pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act. This allows FEMA to provide health and safety assistance to certain entities when they are not supported by the authorities of another federal agency.
- [FEMA Public Assistance](#) is available to state, local, tribal, and territorial governments as well as non-profit organizations who take eligible emergency protective measures at the direction or guidance of public health officials in response to an emergency. FEMA

assistance will be provided at a 75 percent Federal cost share for reimbursable emergency protective measures such as the activation of State Emergency Operations Centers, National Guard costs, law enforcement and other measures necessary to protect public health and safety. FEMA assistance requires execution of a FEMA-State/Tribal/Territory Agreement and execution of an applicable emergency plan.

- Under this nationwide declaration, governments do not need to request separate emergency declarations to receive FEMA assistance. However, states can request major disaster declarations that would trigger additional types of assistance, including Disaster Unemployment. Fifty states and five territories have made requests for major disaster declarations; FEMA has approved declaration requests for all 56 states and territories. Tribes are covered under State declarations or may request declarations directly.
- Fire and emergency medical services organizations can [apply for support](#) from FEMA's [Public Assistance Grant Program](#) to get help for "extraordinary costs" associated with COVID-19. Assistance is available for costs such as overtime or personnel backfill, expendable supplies like disinfectants, and apparatus usage. Requests for assistance must document expenses and usage with an [Incident Command System form](#), Public Assistance Grant form, verifiable receipts, and personnel and apparatus cost sheets.
- FEMA issued a \$350 million Mission Assignment to the U.S. Army Corps of Engineers for construction of four alternate care facilities in New York.
- FEMA delivered supplies of personal protective equipment to New York, New Jersey, and Connecticut. It also delivered supplies, such as ventilators, to the Strategic National Stockpile locations.
- More Information: [website](#)

Federal Protective Service (FPS):

- FPS, under DHS, is following a Pandemic Response Plan to ensure uninterrupted performance of its mission to prevent, protect, respond, and recover from terrorism, criminal acts, and other hazards that threaten the national infrastructure. All FPS law enforcement officers are trained as Occupational Safety and Health Administration (OSHA) first responders, two officers in each of the 11 regions are certified at Hazardous Materials Technician level, and all officers have been issued protective equipment and infection control personal protection kits.
- More Information: [website](#)

United States Coast Guard:

- The Coast Guard released Marine Safety Information Bulletins to give [port operators](#) and [mariner credential examiners](#) guidance on controlling the spread of the virus.

- The National Maritime Center (NMC), all Regional Examination Centers (RECs), and three Monitoring Units (Mus) are operating at limited capacity to allow for social distancing. Mariner applications may also be [processed electronically with PDF submissions](#) and user fee payments processed by www.pay.gov. The customer service center still open from 8am to 5:30pm EST Monday through Thursday: 1-888-427-5662 or IASKNMC@uscg.mil.
- The Coast Guard is liberally using remote inspection techniques to verify vessel compliance and, if needed, will defer inspections. It issued a Marine Safety Information [Bulletin on inspection procedures](#) for different unit types.
- The Coast Guard also issued a [Maritime Safety Information Bulletin](#) (MSIB) easing certain Transportation Worker Identification Credential (TWIC) requirements until December 31, 2020.
- The Coast Guard is [extending certain Merchant Mariner Credentials](#) (MMC) for up to one year from their date of expiration for those expiring between March 1 and December 31, 2020. They are extended until the earlier of June 30, 2021, or one year after the initial expiration date of the credential.
- The Coast Guard is allowing for [adjustments in training schedule](#) and location to help prevent spread of the virus.
- The Coast Guard issued a [bulletin](#) announcing further changes to its requirements for vessel reporting of passengers with the virus and control actions to limit the spread of COVID-19.
- More Information: [website](#) | OutbreakQuestions@uscg.mil

Cybersecurity and Infrastructure Security Agency (CISA):

- CISA and the Idaho National Lab (INL) developed a [Commercial Routing Assistance tool](#) to help commercial operators plan vehicle movements across multiple states and avoid restrictions and closures due to COVID-19.
- CISA released [Guidance on the Essential Critical Infrastructure Workforce](#). This provides advice for several employee categories such as food and agriculture workers, telehealth providers, those who sell goods, home schooling servicers, and essential critical infrastructure workers.
- As part of its efforts to protect the supply chain, CISA released resources that provide critical information for facilities that will receive, house, and distribute COVID-19 vaccines:

- [Cold Storage Cyber Custodial Care](#)
 - [Critical Questions and Considerations for Cold Chain Storage, and Dry Ice Operations](#)
 - [Physical Security for Cold Storage Locations](#)
 - [Primer on Safe & Efficient Handling of Dry Ice](#)
- More Information: [website](#)

Department of Defense - United States Army:

Army Corps of Engineers (Corps) – Civil Works:

- The Corps received 64 Mission Assignments (MAs) from FEMA totaling \$1.8 billion:
 - Initial Planning and Engineering Support: The Corps is providing planning and assessments for the possible conversion of existing buildings into alternate-care-facilities. Corps Districts covering all states and territories are forming additional engineer planning and assessment teams in anticipation of receiving state requests for alternate care facility support. Corps personnel completed more than 1,152 site assessments and awarded 37 contracts for alternate care facilities.
 - Site Assessments: When requested by states and funded by FEMA, the Corps conducts site assessments for potential alternate care facilities. An assessment does not guarantee construction at that site but examines potential for an alternate care facility. Assessments determine if medical requirements are met including how many patients can fit into spaces, proximity to nearby hospitals, utility requirements, safety features, staging of ambulances, and parking availability. The Corps reports on assessments so that states and territories can request continued assistance from the Corps or execute the alternate care facility design on their own.
 - Alternate Facilities: The Corps developed four basic alternate care facility/site configuration plans to support patient needs in college dormitories, hotels, sports arenas, and convention centers. Efforts include technical assistance related to reopening existing hospital facilities that have been previously closed. Corps facilities do not provide supplies (such as masks and ventilators) or medical personnel.
- The Corps began shutting down all of its campgrounds to protect against the further spread of COVID-19. Corps-managed visitor centers, beaches, special events, and Corps-sponsored events have been closed or put on hold until further notice. However, the Corps is maintaining access to day-use facilities and lake access areas as well as keeping boat launches, picnic areas, fishing piers, and viewing areas open in coordination with State and local governments.

- The Corps is supporting coastal and inland navigation operations, flood risk management projects, hydropower work, and other projects. It is tracking all the district-specific activities being undertaken to slow the spread of the virus.
- More Information: [website](#)

Department of Commerce:

National Oceanic and Atmospheric Administration (NOAA):

- NOAA has [closed its facilities](#) to the public, including the Woods Hole Aquarium. It has also cancelled all public in-person events for the immediate future.
- NOAA Fisheries has issued an [emergency action](#) to waive observer coverage on a case-by-case basis. Fisheries are also using different [Marine Recreational Information Program \(MRIP\) surveys](#) to measure the impact of COVID-19 on recreational fishing.
- More Information: [website](#)

U.S. Economic Development Administration (EDA):

- EDA issued a [notice of funding opportunity](#) for economic development grants for communities distressed due to COVID-19. These grants will fund construction, non-construction, planning, technical assistance, and revolving loan fund projects under the Public Works programs.
- More Information: [website](#)

Independent Agencies:

Federal Maritime Commission (FMC):

- FMC remains operational and advises regulated entities to comply with all filing requirements and deadlines. Because employees are working electronically, send documents to FMC via [email addresses for the particular office](#). Payments for services should be made via the [online payment portal](#). For parties or counsel in a docketed proceeding, send filings or questions about formal complaints by email to secretary@fmc.gov.
- FMC convened Supply Chain Innovation Teams as part of [Fact Finding 29](#) (International Ocean Transportation Supply Chain Engagement). These teams are [working to identify](#) what actions can provide immediate relief to the most pressing challenges the American freight delivery system faces from COVID-19 related disruptions.
- FMC allowed parties to file service contracts up to 30 days after they go into effect through December 31, 2020.

- More Information: [website](#)

General Services Administration (GSA):

- GSA is coordinating health and safety efforts in all federal buildings that it is charged with managing. In addition to increasing cleanings and availability of hand sanitizer, GSA is developing resources for building operators and [answering specific building questions](#). Federal, state, and local government entities can purchase emergency response supplies through [GSA Advantage](#).
- More Information: [website](#) | covid19.questions@gsa.gov

National Gallery of the Arts (NGA):

- The Gallery is currently closed to the public until further notice.
- Many pieces of the Gallery's collection are available online at www.nga.gov including two [360 virtual tours](#) that highlight temporary exhibitions. NGA also has a list of [digital education resources](#) available for parents, children, teachers, students, and caregivers.
- More Information: [website](#)

Kennedy Center:

- The Kennedy Center has cancelled all performances and public events through April 2021. Ticketholders for performances scheduled during the closure may either (1) exchange their tickets for a future date (where possible), (2) donate their tickets and receive a tax deduction for the value, (3) exchange their tickets for a Kennedy Center gift certificate, or (4) receive a full refund for the value of the ticket and associated fees.
- The Kennedy Center is offering free [digital learning resources](#), [Couch Concerts](#), and [encore presentations](#) of past performances on its website.
- More Information: [website](#) | boxoffice-advancesales@kennedy-center.org | 202-416-8540

Smithsonian:

- The Smithsonian Institute is currently closed to the public until further notice.
- The Smithsonian is offering online resources to support teachers, parents, and children during a time when many are out of school. The [Smithsonian Distance Learning](#) resources offer free, pre-packaged collections with lessons, activities, and recommended resources made by Smithsonian museum educators and classroom teachers. The [Getting Started Guide](#) provides an overview of the Learning Lab's features

and weekly Smithsonian Activities Choice Boards feature highlights from around the Smithsonian. New issues are available each Monday.

- More Information: [website](#) | www.learning@si.edu | www.si.edu/visit

Northern Border Regional Commission (NBRC):

- The NBRC extended the deadline for the Economic & Infrastructure Development grant program (originally due May 15, 2020). It is also reviewing other grant programs, such as the Regional Forest Economy Partnership, to determine whether there is flexibility to incorporate community impacts of COVID-19 into the call for grant proposals. NBRC is reviewing whether it has the ability to design an emergency grant program with existing funds that would assist communities with the immediate economic impact of COVID-19.
- As NBRC participates in calls with the “Small Agency Council” on the government’s response to COVID-19. NBRC is assessing its ability to complement and promote special funding streams in the northern border region. Although business travel is postponed, NRBC all staff are prepared for telework and will offer guidance to stakeholders on its website as funding sources become available.
- More Information: [website](#)

Appalachian Regional Commission (ARC):

- ARC is tracking the number of confirmed [COVID-19 cases in Appalachia](#) by county with continuous updates based on data from Johns Hopkins University.
- ARC reminded their Revolving Loan Fund (RLF) grantees that they already have authority to restructure the debt incurred by their borrowers, including temporarily waiving the repayment of principal and interest. The RLFs may also provide additional lending to their borrowers. Decisions on which businesses to provide relief to, and in what manner, would be up to each RLF.
- The Appalachian Leadership Institute will be taking place through online learning modules. The Institute will extend its current five-year strategic plan by one year and shift the planning work into FY2021 to have a better sense of the longer-term impact of COVID-19 on Appalachian communities.
- ARC employees are working remotely to process and approve grants making payments on schedule.
- More Information: [website](#)

Delta Regional Authority (DRA):

- DRA is operating by telework and has enacted a non-essential travel ban for all employees. It has cancelled all scheduled workshops and events.
- More Information: [website](#)

Denali Regional Commission (Denali):

- Denali has closed its offices and staff are working remotely to prevent spread of the virus.
- More Information: [website](#)

Tennessee Valley Authority (TVA):

- TVA is focusing on slowing the spread of the virus and preventing major impacts to the vital services they provide. TVA maintains the ability to expand work-at-home strategies and implement policies to ensure that necessary personnel remain available to operate critical functions, including power generation, transmission, and river operations. It has detailed plans in place for dealing with significant infectious disease or pandemic events that could impact continuity of operations.
- More Information: [website](#)

Environmental Protection Agency (EPA):

- Directly under T&I's jurisdiction – which is a small portion of the EPA related to Clean Water Act infrastructure – the EPA is actively monitoring risks to drinking water and wastewater for waterborne pathogens and coordinating with the CDC to provide technical assistance. At this time, there is no evidence of coronavirus presence in drinking water. Americans can continue to use and drink water from their taps as usual.
- EPA issued a temporary enforcement policy in light of the constraints that facilities and laboratories face during the pandemic. Retroactively beginning on March 13, 2020, EPA does not expect to seek civil penalties for noncompliance with routine monitoring and reporting obligations. EPA will [assess the continued need](#) for this policy on a regular basis.
- EPA is providing flexibilities to manufacturers of disinfectants and other pesticides by adding more than 70 new surface disinfectants to EPA's [List N: Disinfectants for Use Against SARS-CoV-2 \(List N\)](#), bringing the total number of products on the list to more than 400. Being listed shows that a product meets EPA's criteria for use against COVID-19. The [List N Tool](#), a new web-based app allows smart phone users to quickly identify disinfectant products that qualify for List N.
- More Information: [website](#)