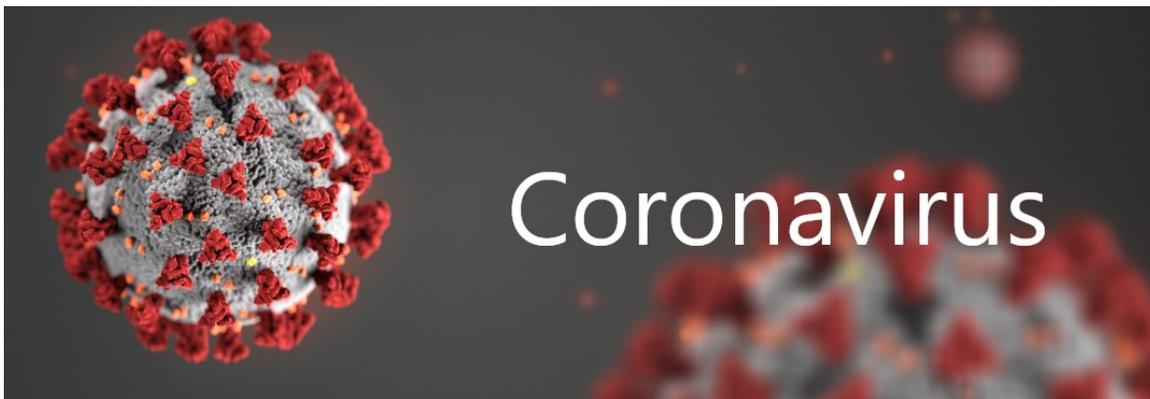




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Recent COVID-19 package



As you know, the President signed legislation on Friday that provides additional relief for businesses and hospitals. The \$484 billion package included another \$310 billion for the Paycheck Protection Program, including a \$60 billion set-aside for community and small lenders. There is also another \$60 billion in the package for emergency disaster loans and grants, \$75 billion for hospitals, and \$25 billion for coronavirus testing. Unfortunately, this package did not contain aid specific to ports, and also left out aid to communities under 500k in population.

Next COVID-19 package - potential port aid

There is discussion of another aid package aimed at providing relief to communities with populations less than 500,000. Currently, the House Transportation and Infrastructure Committee is working on language to include ports as eligible recipients of the aid. In addition, a letter written by Ports Caucus Co-Chairs Reps. Kurt Schrader (D-OR), Alan Lowenthal (D-CA), and Randy Weber (R-TX) encourages the House

leadership to carve out dedicated funding for ports, similar to what was done for airports in the CARES Act. PNWA staff is working with colleagues from AAPA, NWC, FBB, and others to secure signatures from other Pacific Northwest delegation members. A similar letter is in the works in the Senate. However, Senate Majority Leader Mitch McConnell has indicated the next aid package may be deliberated for some time into May. In addition, he is reticent to pass another relief package by consent, instead requiring senators to vote in person. We will continue to track the information and keep you informed.

Ports can apply for COVID-19 response reimbursement through FEMA

PNWA staff recently contacted the Federal Emergency Management Agency to learn more about resources available to reimburse public ports for personal protective equipment and other COVID-19 response materials and equipment. FEMA has a Public Assistance Program that provides 75% federal / 25% applicant cost share. The minimum amount requested for reimbursement must hit a \$3,300 threshold; there is no maximum amount that can be requested.



FEMA

FEMA funding is managed by each state's emergency management department. The states are considered the applicant and ports the sub-applicant. Prior to submitting a Request for Public Assistance application through [FEMA's grants portal](#), it is strongly advised that ports contact the public assistance program managers for their state's emergency management department to discuss items that can be submitted for reimbursement, the timeline, and guidance on the application process:

Washington

Gary Urbas: 253-512-7402, gary.urbas@mil.wa.gov

Jonathan Holmes: 253-512-7429, jonathan.holmes@mil.wa.gov

Oregon

Julie Slevin: 503-378-2235, julie.slevin@mil.state.or.us

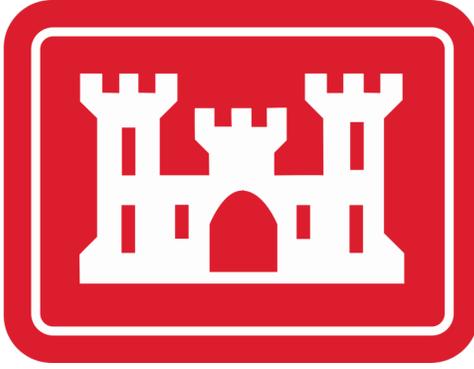
Dan Gwin: 503-378-3254, dan.gwin@mil.state.or.us

Idaho

Jarod Dick: 208-488-0915, jdick@imd.idaho.gov

Regulatory follow-up

PNWA has been advocating for increased regulatory funding for quite some time. At our regional meetings in February, we were pleased to highlight that the U.S. Army Corps of Engineers (Corps) Regulatory Program received an additional \$10 million above the budget



request for FY20. This funding was appropriated with express Congressional intent that the additional funding should be used to decrease permit processing times.

We followed up with the Corps' Northwestern Division to find out how the funds would be distributed the districts in our region. All Corps divisions received a 1.5% increase to their Regulatory Program, which was passed on to

districts proportionally:

- Walla Walla received \$93,000
- Portland received \$180,000
- Seattle received \$278,000

In addition, Corps Headquarters also solicited specific requests for Regulatory Program funds directly from the individual districts. Northwestern Division districts got 27% of these funds:

- Walla Walla received \$28,000
- Seattle received \$306,000 (this request included funding to assist with mitigation bank permitting)
- Portland did not submit a request for additional funds

PNWA will continue to track the use of this funding, and whether the additional monies resulted in decreased permit wait times, more permits processed, etc. For more information, please [contact Dena Horton](#).

New Congressional staff contact

As we reported previously, Sarah Kohout started working for Senator Cantwell as Southwest Washington Outreach Director on April 23. You can [reach out to Sarah](#) to welcome her in her new role, set up a time to update her on any issues your organization is experiencing, or to request assistance with a federal agency.



CRISI grant application window now open

The [Federal Railroad Administration](#) announced a Notice of Funding Opportunity for the FY 2020 [Consolidated Rail Infrastructure and Safety Improvements \(CRISI\) Program](#). This round of funding makes available \$311.8 million worth of grants for capital projects that will improve passenger and freight rail transportation systems in terms of safety, efficiency or reliability with at



U.S. Department
of Transportation

Federal Railroad Administration

workforce development and training activities.

least 25% of available funds reserved for projects in rural communities. Applications must be submitted via www.Grants.gov no later than 5 p.m. EDT, June 19.

Eligible applications for competitive selection will include projects that deploy railroad safety technology, improve intercity passenger rail service, address congestion challenges, highway-rail grade crossings, upgrade short-line or regional railroad infrastructure, relocate rail lines, enhance multimodal connections as well as

FRA recommends that applicants read the [Federal Register notice](#) in its entirety prior to preparing application materials.

Diversified Marine wins Small Shipyards Grant

Speaking of grants ...

Congratulations to PNWA member [Diversified Marine, Inc.](#), for winning a [Maritime Administration Small Shipyards Grant](#) for a 275-ton crawler crane. DMI offers repair, retrofit and construction of tugs, barges and commercial steel vessels in Portland, Ore.



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