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PNWA kicks off 2020 Summer Webinar Series



Given the evolving nature of the COVID-19 situation, we've canceled our 2020 Summer Conference, but don't want you to miss out on the information we all need to help our organizations address and understand the issues of the day. So we are delivering that information online instead!

Please join us in welcoming David Konz, Corporate Risk Manager for Tidewater Transportation and Terminals, as he helps us kick off our **2020 Summer Webinar Series**.

COVID-19 Response: Lessons Learned from Tidewater Transportation and Terminals

**Friday, May 22
9:30 - 10:30 a.m. PDT**

[Register here](#)

A meeting invitation with GoToMeeting login information will be emailed to you

David holds various roles at Tidewater, including overseeing risk management for all of Tidewater's operating companies and building advocacy and engagement relationships with industry associations, regulatory partners and local, state and federal government officials and staff. He is active in many of the local and national maritime organizations, including currently serving as the President of the Columbia River Towboat Association, Chairman of the Lower Columbia Region Harbor Safety Committee, and Board Member of the American Waterways Operators and PNWA. He previously served on the US Inland Waterways User Board.

We look forward to David's perspective, and hope you'll join us!

EDA offers CARES Act funding for ports, other PNWA members



The U.S. Department of Commerce's Economic Development Administration is now accepting applications for CARES Act supplemental funds intended to help communities prevent, prepare for, and respond to coronavirus.

EDA CARES Act Recovery Assistance investments will support a wide range of non-construction and construction activities, including Revolving Loan Funds, in regions across the country experiencing severe economic dislocations brought about by the coronavirus pandemic.

Examples of projects that EDA may fund through its CARES Act Recovery Assistance include economic recovery planning and preparing technical assistance strategies to address economic dislocations caused by the coronavirus pandemic, preparing or updating resiliency plans to respond to future pandemics, implementing entrepreneurial support programs to diversify economies, and constructing public works and facilities that will support economic recovery, including the deployment of broadband for purposes including supporting telehealth and remote learning for job skills.

EDA will make CARES Act Recovery Assistance grants under the authority of its [Economic Adjustment Assistance program](#), which is intended to be flexible and responsive to the economic development needs and priorities of local and regional stakeholders. Eligible applicants under the EAA program include a(n):

- District Organization;
- State, county, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions;
- Public or private non-profit organization or association acting in cooperation with officials of a political subdivision of a State

For more information, please visit the [EDA CARES Act Recovery Assistance page](#). You can also reach out to the Economic Development Representative for your state:

Washington: Richard Berndt, 206-220-7682, RBerndt@eda.gov

Oregon: Nympha Garces, 206-348-7541, NGarces@eda.gov

Alaska: Shirley Kelly, 907-271-2272, skelly2@eda.gov

Idaho: Carleen Herring, 206-798-7814, cherring@eda.gov

Senators signal support for port COVID aid

PNWA was proud to work with Senator Ron

Wyden (D-OR) and advocacy partners like FBB Federal Relations to craft and obtain 19 senators' signatures on [a letter to the Senate majority and minority leaders](#), advocating for set-aside relief for America's ports in the next COVID relief package.

We appreciate Sen. Wyden's leadership and fellow Oregon Senator Jeff Merkley's support for this critical legislation. PNWA will continue to work with our Congressional and advocacy partners on draft language and a distribution formula for aid to ports that could be made available in the next COVID-19 relief package.

May 12, 2020

The Honorable Mitch McConnell
Majority Leader, U.S. Senate
U.S. Capitol, S-220
Washington, DC 20510

The Honorable Charles Schumer
Minority Leader, U.S. Senate
U.S. Capitol, S-221
Washington, DC 20510

Dear Majority Leader McConnell and Minority Leader Schumer:

We write to respectfully request that Congress set aside relief specifically for our nation's maritime ports in the next COVID-19 package.

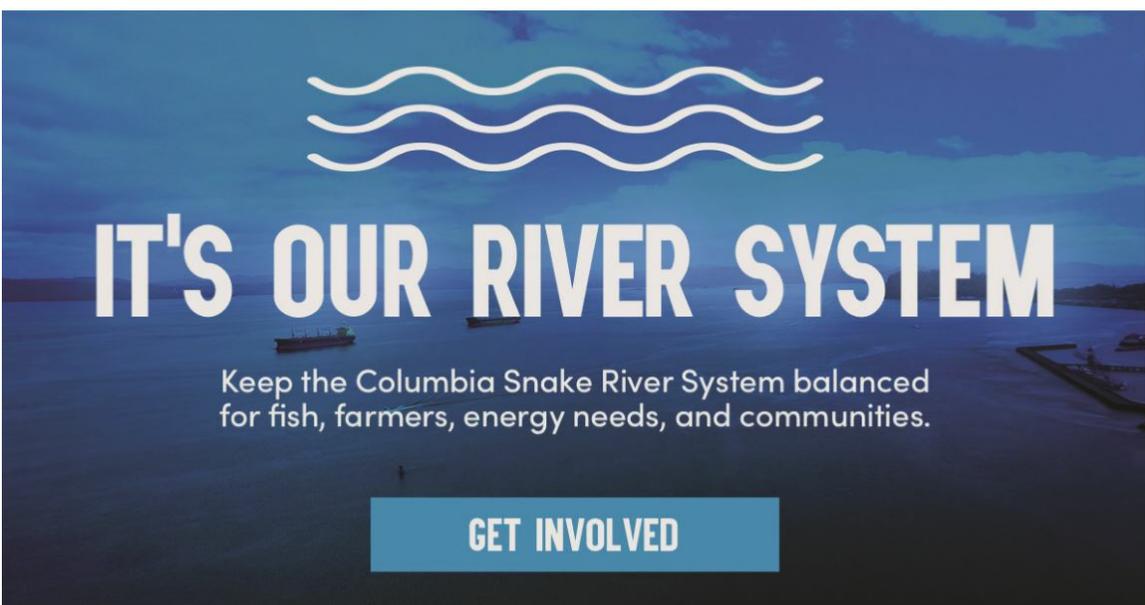
Congress has done tremendous work advancing multiple pieces of legislation to mitigate the impact of the COVID-19 crisis. However, due to their unique governing structures, ports have not been eligible for many of the recently enacted relief programs. These entities need assistance to carry on their essential work and remain vitally important to the well-being of our communities during this time and will be critical for recovery efforts once this crisis is over.

Funding sources vary for ports, but all have seen their budgets hit hard by the ongoing business closures and stay-at-home orders. Yet port staff are not able to just lock up their facilities and go home. Their vital work must continue to move the goods the American people need and to maintain safety and security for these essential workers. Congress should recognize the enormous impact this is having by including them in the next package. Most important is that the next package disperses aid to ports of all sizes, both large and small alike. Our solution must make sure that all our ports receive the resources they need. Small ports are often the lifeblood of communities and are the hardest hit by these events. Maritime ports provide the economic health and stability that coastal communities rely on. We must not forget them when crafting these policies. Any effort enacted here must be able to flow down to the smallest port to help them weather this emergency.

Ports come in all sizes, provide gainful employment, and serve a wide variety of industry sectors - import/export, energy/chemical, manufacturing, commercial fishing, agriculture, and so forth. Our nation's ports serve as the vital link between our people and the goods they buy for their families as well as ensuring American made products can be purchased in foreign markets. Previous aid has served other sectors of the transportation industry deemed essential and now it is critical that all of our nation's ports receive much needed assistance to keep supply chains moving and keep both employees and customers safe.

We stand ready to work with you to address these problems and make sure that all Americans receive assistance during these challenging times. Without this aid, industries served by ports

Presenting about the Columbia Snake River System? We've got slides!



The public comment period for the Columbia River System Operations draft EIS has ended, but the public conversation continues ...

As part of our [River Values marketing campaign](#), PNWA and our communications partners have been educating our fellow Pacific Northwest businesses and residents about the role and value of the Columbia Snake River System, using digital and radio ads, social media posts, and government outreach. Our messages have reached literally millions of Oregon, Washington and Idaho residents.

We know that many of you make presentations to your local community constituents, customers or partners. Recognizing that this presents an opportunity to spread river system awareness to more audiences, the River Values campaign team has created slides for your use. Please feel free to modify and use [these PowerPoint slides about the Columbia Snake River System](#) as part of your presentation.

If there is any assistance PNWA can provide to help you educate your local community about the role and value of the river system, please [contact Scott](#)

