



# Nor'wester newsletter

Issue #713 June 3, 2020

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*We've canceled our 2020 Summer Conference, but don't want you to miss out on the information we all need to help address and understand the issues of the day. So we are delivering it online instead!*

### WRDA 2020: AN UPDATE

**Edward McGlone**  
Director of Pacific Northwest Policy for Chairman Peter DeFazio  
House Committee on Transportation and Infrastructure

Thursday, June 4  
10:30 a.m. PDT

*Already registered? Please note the time change!*

[Register here](#)



Funding our region's waterways infrastructure projects is of vital importance to PNWA

members, and the Water Resources Development Act - the legislative authorizing vehicle for U.S. Army Corps civil works projects and policies – is one of the key components. Please welcome Edward McGlone as he provides us an update on the provisions, status and path forward of this year’s WRDA.

In his role, Edward is the policy lead on issues affecting the Pacific Northwest and the primary point of contact for local governments, state agencies, and private sector companies in the region. Edward also leads the Committee’s efforts to combat climate change and adapt the transportation sector.

Edward brings more than a decade of experience in public policy and transportation, including work as a senior executive at public transit agencies on the west coast. An alumnus of Willamette University and a native Oregonian, Edward enjoys pinot noir, hoppy beers, and global travel.

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## Next webinar 6/11: Infrastructure planning amidst uncertainty

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Ports and maritime infrastructure are long-lived assets which require substantial upfront investments. Infrastructure planning, therefore, involves anticipating market changes over a long period of time. Now even our short-term expectations are highly uncertain during the current global coronavirus pandemic. How should maritime planning proceed under these circumstances?

### INFRASTRUCTURE PLANNING AMIDST UNCERTAINTY

**Ali Rezvani, PhD and Joshua Hurwitz  
Moffatt & Nichol**

**Thursday, June 11  
1 p.m. PDT**

[Register here](#)



Mr. Hurwitz (left) will compare trade flows following the Great Financial Crisis to the present, and Dr. Rezvani (right) will talk about lessons learned from the American Recovery and Reinvestment Act of 2009, applying for grant funding, and offer pointers on planning for uncertainty.

*About Moffatt & Nichol*

[Moffatt & Nichol](#) is a consulting, planning



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transactions for a wide variety of clients in the infrastructure sector including port authorities, terminal operators, shipping lines, governments, investment banks, and the wider financial community.

and design company specializing in ports and terminals transportation, marinas and urban waterfronts, business planning and forecasting on a global basis. With our unrivaled portfolio of more than 10,000 projects in over 50 countries, we are able to advise on master plans, projects and

## PNWA and partners request port COVID relief

May 29, 2020

The Honorable Peter A. DeFazio  
Chairman  
U.S. House Committee on Transportation and Infrastructure  
2134 Rayburn House Office Building  
Washington, DC 20515

The Honorable Sam Graves  
Ranking Member  
U.S. House Committee on Transportation and Infrastructure  
2164 Rayburn House Office Building  
Washington, DC 20515

The Honorable Sean Patrick Maloney  
Chairman  
U.S. House Subcommittee on Coast Guard and Maritime Transportation  
2165 Rayburn House Office Building  
Washington, DC 20515

The Honorable Bob Gibbs  
Ranking Member  
U.S. House Subcommittee on Coast Guard and Maritime Transportation  
505 Ford House Office Building  
Washington, DC 20515

**Re: COVID-19 Port Relief**

Dear Chairman DeFazio, Chairman Maloney, Ranking Member Graves, and Ranking Member Gibbs,

As Congress works to help those impacted by the coronavirus pandemic, immediate steps must be taken to ensure that our nation's ports have the resources and assistance necessary to manage the unprecedented challenges posed by this crisis.

Americans have been able to practice social isolation in large part due to the continued functioning of our nation's supply chains – in which these ports play a critical role. Ports keep vital goods moving to medical professionals and first responders, ensure that our nation's shelves remain stocked, and make sure that commerce continues to flow.

However, our nation's ports have been significantly impacted by the economic downturn resulting from this pandemic and face unique challenges. While managing increased costs to secure the supplies and labor necessary to ensure proper sanitation of their facilities, ports have seen containerized cargo, bulk cargo, and break bulk cargo decline 15 to 25 percent over prior year levels, while roll on/roll off cargo have seen reductions of up to 90%. Meanwhile, the port tourism industry has completely shuttered. Ports located in rural areas, where they often serve as the key economic driver, have seen similar declines in revenue, which in some cases threatens their very existence.<sup>1</sup>

We are beginning to see furloughs and layoffs in the maritime industry and supply chain, and it is estimated that a 20 percent reduction in cargo throughput at our nation's ports could result in the direct loss of 130,000 jobs.<sup>2</sup>

<sup>1</sup> Selected U.S. containerport survey results and anecdotal evidence derived from AAPA U.S. member port outreach, May 2020.

<sup>2</sup> John C. Martin Associates, LLC.

PNWA and several partner organizations [submitted a letter](#) to the House Transportation and Infrastructure Committees's Coast Guard and Maritime Transportation Subcommittee, requesting that port relief be included in any future coronavirus response or recovery proposals. The letter was shared with the subcommittee during their [May 29 virtual hearing](#) on the "The Status of the U.S. Maritime Supply Chain During the COVID-19 Pandemic."

We will keep you updated on progress on this front.

## House T&I Committee to consider INVEST in America Act

House Committee on Transportation and Infrastructure Chair Peter DeFazio (D-OR) has released text of the Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act. The Committee will consider the act at a markup scheduled for Wednesday, June 17.



The current surface transportation authorization expires September 30.

The INVEST in America Act authorizes nearly \$500 billion over five years to address some of the country's most urgent infrastructure needs, including:

- Tackling the massive backlog of roads, bridges, and transit systems in need of repair and replacement
- Building resilient infrastructure that will withstand the impacts of climate change and extreme weather

- Designing streets that are safer for all road users, including pedestrians and cyclists
- Putting the U.S. on a path toward zero emissions from the transportation sector by prioritizing carbon pollution reduction, investing in public transit and the national rail network, building out fueling infrastructure for low- and zero-emission vehicles, and deploying technology and innovative materials
- Sharply increasing funding for public transit options in urban, suburban and rural areas in order to integrate technology and increase routes and reliability with tools such as bus-only lanes and priority signaling
- Making transformational investments in Amtrak in order to create a robust, reliable rail system and to address long-neglected maintenance needs in the Northeast Corridor and throughout the country while also enhancing rail worker and passenger safety and helping communities address grade crossing issues
- Improving access to Federal funding to help communities around the country undertake transformative projects that are smarter, safer, and made to last

[Learn more here](#)

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