



In This Issue

- Register now for this Thursday's webinar: Infrastructure Planning Amidst Uncertainty
- New options for COVID-19 relief funding for ports

Register now for this Thursday's webinar: Infrastructure Planning Amidst Uncertainty

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.



moffatt & nichol

About Moffatt & Nichol

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

New options for COVID-19 relief funding for ports

PNWA and our colleagues across the country continue to advocate for a direct grant aid program providing ports relief from the impacts and costs of COVID-19. Previously, we highlighted [FEMA funding available for reimbursing costs of PPE and other COVID-19 response supplies](#). We wanted to make you aware of other federal options.

First, the Federal Reserve Bank of the United States has [expanded access to the Municipal Liquidity Facility to smaller borrowers](#).

All states will be able to have at least two cities or counties eligible to directly issue notes to the MLF, regardless of population. Governors of each state will also be able to designate two issuers in their jurisdictions whose revenues are generally derived from operating government activities - such as public transit, airports, toll facilities, and utilities - to be eligible to directly use the facility.



While ports are now eligible to apply for aid directly, this is a multi-step process and the number of entities that can receive aid is very limited.

Second, Congressman John Garamendi (D-CA) introduced [H.R.7073, the Special Districts Provide Essential Services Act](#). Congressman Derek Kilmer (D-WA) is an original co-sponsor. The bill will "amend the Social Security Act to include special districts in the coronavirus relief fund, to direct the Secretary to include special districts as an eligible issuer under the Municipal Liquidity Facility, and for other purposes."

Specifically, the bill provides special districts:

- *Eligibility for Coronavirus Relief Fund and Future Federal Assistance* appropriated by Congress in the future, along with state, county, and local governments, and subject to the same oversight requirements. This would not apply retroactively to the \$150 billion provided under the CARES Act.

- *Access to Municipal Liquidity Facility*, which provides states, counties, and cities federally guaranteed “bridge financing” to offset unexpected short-term revenue shortfalls caused by the current pandemic. Like states, counties, and cities, many special districts serve large populations and have the legal authority to issue short-term tax and revenue anticipation notes. However, special districts are not currently granted direct access to the Municipal Liquidity Facility.

This legislation allows port districts to access future funding allocated to the Coronavirus Relief Fund under the CARES Act. If Congress provides additional funding in the future, ports will be competing with other special districts such as fire, public health, hospital, diking, etc. There are over 30,000 special districts nationwide, so the competition will be very steep.

Neither of these options present a perfect solution for all ports, but the effort to include port districts is a step in the right direction. It further strengthens our resolve to push for additional, direct relief funding for ports.

[PNWA Website](#)

[About PNWA](#)

[Action Agenda](#)

[PNWA Events](#)

[Contact Us](#)

© Pacific Northwest Waterways
Association

@PNWaterways

