



Nor'wester newsletter

Issue #715 June 24, 2020

In This Issue

- Spots still available for tomorrow's webinar
- PNWA, OPPA and WPPA advocate for port COVID relief funding
- Port of Whitman County Commissioner John Love to resign
- Request for assistance: Commissioner John Love retirement messages
- House Democrats introduce \$1.5 trillion infrastructure package
- BRIC Summer Engagement Series registration now open

Spots still available for tomorrow's webinar:
Understanding the Rights of Tribes

**UNDERSTANDING THE RIGHTS OF TRIBES:
IMPACTS AND OPPORTUNITIES FOR THE PORTS AND MARITIME INDUSTRY**

**Sarah Lawson and Connie Sue Martin
Schwabe, Williamson & Wyatt PC**

**Thursday, June 25
1:30 p.m. PDT**

[Register here](#)

This presentation will describe the role and influence of Indian tribes on permits and uses of Pacific Northwest waterways, and offer insights about how private companies can work with tribes to facilitate permit review, or pursue joint business opportunities.

Thank you to our webinar presenter:

Schwabe
WILLIAMSON & WYATT®

And to our webinar sponsor:

Port of Lewiston Idaho - USA

PNWA, OPPA and WPPA advocate for port COVID relief funding



June 17, 2020

The Honorable Patty Murray
United States Senator
154 Russell Senate Office Building
Washington, DC 20510

The Honorable Ron Wyden
United States Senator
221 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Mike Crapo
United States Senator
239 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Maria Cantwell
United States Senator
511 Hart Senate Office Building
Washington, DC 20510

The Honorable Jeff Merkley
United States Senator
313 Hart Senate Office Building
Washington, DC 20510

The Honorable James Risch
United States Senator
483 Russell Senate Office Building
Washington, DC 20510

Dear Senators:

Thank you for your ongoing support of Pacific Northwest ports. We write today to advocate for ports to receive immediate relief funding as part of the next COVID-19 pandemic legislative package. Ports face the same COVID-19 impacts and challenges as regular businesses, such as paying employees, leases or rent and other expenses, while trying to implement sanitation and social distancing protocols. However, ports have not been eligible for aid to address impacts of COVID-19 in previous legislation.

Ports are considered essential services and must continue to keep critical supply chains moving. However, the economic downturn has caused ports in our region to lose 20-40% of their annual revenue while simultaneously accruing additional expenses for sanitation supplies, equipment, and labor to keep workers and customers safe. While still fulfilling payroll, debt service, regular maintenance and operations and strategic capital investments, COVID-19 relief funding is needed to replenish the lost revenues to keep ports operating and to protect the jobs, businesses, and industries that keep our region globally competitive.

Page 1

PNWA and our colleagues across the region and country continue to advocate for direct relief for ports from the impacts and costs of COVID-19.

Most recently, PNWA led a joint effort with the Oregon and Washington public port associations to draft a [letter to our Pacific Northwest Senators](#), advocating for port relief funding in the next COVID-19 relief package.

Thank you to Stephanie Prybyl at [Business Oregon](#) for providing much of the powerful evidence of COVID impacts on ports.

Port of Whitman County Commissioner John Love to resign

John Love (second from left) receives PNWA's Distinguished Service Award from President Rob Rich (left), Executive Director Kristin Meira, and Vice President Dave Harlan at the



After more than 24 years, the Port of Whitman County’s longest-serving commissioner will leave his seat next month. John E. Love announced his resignation at the Commission’s June 18 meeting. His last day will be Wednesday, July 15.

A history of John’s accomplishments will be presented to the Commission, including Love and his family, at its regular July 2 meeting.

Love’s leadership contributed to several of the Port’s major achievements, including the development of Pullman Industrial Park and Port of Whitman Business Air Center, receipt of legal authority for ports to build telecommunications infrastructure and vast improvements to Boyer Park & Marina.

John has also been a tireless advocate for our Pacific Northwest waterways as a whole. A retired United States Navy Reserve rear admiral, he has served as secretary, vice president and president of the Washington Public Ports Association, as well as on our PNWA board of directors. For his contributions, PNWA awarded him our Distinguished Service Award in 2018.

John is known for a particular quote, “It is not your presence that is noted, it is your absence.”

John, your presence has made PNWA better and our region’s waterways stronger, and we thank you for it. Best wishes to you and Susan.

Request for assistance: Commissioner John Love retirement messages

The Port of Whitman County would like to honor John Love's 24 years of service to the Port by producing a video montage of well wishes and memories from fellow elected officials, colleagues and friends. If you would like to record a 10-30 second video message for John, to be shared with John and his family, please send your clip to sarah@portwhitman.com



Port of Whitman County

on or before Tuesday, June 30 by end of day. If you would prefer to record an audio message for John, please contact Sarah via phone at 509-397-3791, ext. 7 for assistance. A written message via email is also an option. The Port would greatly appreciate receiving your kind words about John.

House Democrats introduce \$1.5 trillion infrastructure package

The Moving Forward Act (H.R.2) was introduced yesterday in the U.S. House of Representatives. Click here for a [fact sheet](#), [section by section analysis](#), and [full text of the bill](#).

The Act is the House Democrats' \$1.5 trillion proposal covering all manner of infrastructure projects, including water, transportation, energy, housing, schools, health care, and etc. It includes other bills, such as the surface transportation reauthorization known as the "Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act." It also includes provisions for addressing climate change, resiliency, innovation, environmental restoration, workforce training, and investment in rural communities and tribes.



The Moving Forward Act includes items of note for PNWA members:

- Full use of the Harbor Maintenance Trust Fund annually and additional authority to utilize the surplus in the fund – now estimated at approximately \$10 billion.
- Inland Waterways - \$10 billion to the Corps' Construction account to address the backlog of authorized water resources development projects. At least \$3 billion of the \$10 billion must be spent on the Inland Waterways System, and \$500 million for water-related environmental infrastructure projects. It also provides an additional \$5 billion to address the Operations and Maintenance backlog at current Corps projects.
- Broadband – In addition to funding to states for digital equity programs, the bill authorizes \$80 billion for competitive bidding systems to build broadband infrastructure. 75% of the \$80 billion is for broadband deployment in unserved areas (below 25/25 Megabits per second) and areas with low-tier service (between 25/25 and 100/100 Mbps). 25% of the \$80 billion will be distributed among states, by population, for competitive bidding for broadband deployment in unserved areas, areas with low-tier service, and to unserved anchor institutions (speeds less than 1 Gigabit per 1,000 users).
- FAA Airport Improvement Program (AIP) – Authorizes \$4 billion from the Airport and Airway Trust Fund for the AIP for fiscal years 2021-2025.
- Supplemental Airport Funding – Authorizes supplemental funding for airports in the following amounts: \$3 billion for fiscal year 2021; \$3.25 billion for fiscal year 2022; \$3.5

billion for fiscal year 2023; \$3.75 billion for fiscal year 2024; and \$4 billion for 2025. Directs grant amounts to be distributed based on airport passenger enplanement levels, with 12% in total set-asides for cargo airports, general aviation, reliever, and nonprimary commercial service airports, and airport projects that increase climate resiliency, reduce greenhouse gas emissions, mitigate airplane noise, and other goals.

- Diesel Emissions Reduction Act (DERA) – Reauthorized at \$500 million annually through fiscal years 2021-2025.
- LNG Rail Transport - Requires DOT to rescind any authorization for the transport of liquified natural gas by rail tank car issued before the date of enactment. Also prohibits DOT from issuing a regulation or special permit to authorize the transport of LNG by rail tank car until DOT conducts a further safety evaluation.
- Climate Smart Ports Act – Provides \$500 million annually in grants to ports for acquisition of zero emissions cargo handling equipment to improve air quality through fiscal year 2030.
- Puget Sound Coordinated Recovery – \$250 million is authorized for a new EPA Program Office for Puget Sound, Washington, for fiscal years 2021-2025.
- Columbia River Basin Restoration – Grant program to address toxics in the Basin would be reauthorized at \$30 million annually through fiscal year 2025.

The House previously passed the \$3 trillion HEROES Act, which also contains a proposed new round of COVID-19 relief funding. Like the Moving Forward Act, the HEROES Act contained many Democratic priorities but received little, if any, support from Republicans. If the Moving Forward Act is brought up in the Senate, the negotiations are bound to be arduous, as neither House bill is anticipated to pass in the Senate without substantial changes. We will continue to keep you apprised of the issues as they unfold.

BRIC Summer Engagement Series registration now open



FEMA

Registration is now open for the Building Resilient Infrastructure and Communities (BRIC) Summer Engagement Series! Please visit the [registration page](#) to register for the sessions of your choice.

FEMA will host a session each Wednesday in July from 11 a.m to 12 p.m. PDT. The virtual sessions will bring FEMA subject matter experts and partners together to discuss key elements of the newly developed program. These virtual sessions are geared towards leaders in states, local communities, tribes and

territories, as well as private sector entities, private non-profit organizations, and individuals interested in learning more about the grant program.

- Introduction to Building Resilient Infrastructure and Communities (BRIC) Grant Program (July 1)
- Meaning of the BRIC Name (July 8)
- BRIC and Building Codes (July 15)
- BRIC and Community Lifelines (July 22)
- BRIC and Nature-Based Solutions (July 29)

For more information on the BRIC program, please visit www.fema.gov/bric.

[PNWA Website](#)

[About PNWA](#)

[Action Agenda](#)

[PNWA Events](#)

[Contact Us](#)

© Pacific Northwest Waterways
Association

@PNWaterways

