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## Online remembrance ceremony for Alan Basso set for Friday

A remembrance ceremony for Port of Kalama Commissioner Alan Basso will be live-streamed Friday, Dec. 11. Basso passed away from a heart attack Nov. 27 at the age of 59.

The local fire services community is organizing this remembrance. Basso was a longtime professional and volunteer firefighter for the cities of Longview and Kalama, Wash.

The remembrance will include a Fire Service Procession, Pipe & Drum escort through Cross Tipped Ladder Trucks with Garrison Flag, Honor Guard Services, and Last Call and Bell Ceremony.

It is estimated the procession will come into livestream view approximately 2:50 pm and enter the service location approximately 3:07. Times are approximate so please login to the livestream early to ensure you don't miss viewing.

To view the procession and service, go to <http://loddbasso.com/livestream/>. For additional information about Alan's untimely passing, memories, and continuing Alan's charitable work, visit <http://loddbasso.com/remembrance/>.

The Port of Kalama is also compiling a memory book for Alan's family, and would like to capture your upbeat port-related memories of Alan, such as funny stories or positive impressions. Please share your stories to [eyakovich@portofkalama.com](mailto:eyakovich@portofkalama.com) by Dec. 15.





PNWA conducted another virtual trip to Washington, D.C., Dec. 9-10. We are pleased to report the House voted unanimously to pass the [2020 Water Resources Development Act](#). It now heads over to the Senate, where there is cautious optimism and a great deal of support for its passage, either as a standalone bill or as part of the omnibus appropriations package.

Negotiations over the COVID-19 relief package, which are also anticipated as part of omnibus appropriations, are ongoing.

The House has passed a one-week extension to the Continuing Resolution that currently funds the federal government. The current CR expires Friday. The Senate is expected to vote on the CR soon, to

buy time for Congress to pass a large omnibus bill that would fund the government for the remainder of Fiscal Year 2021.

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## PNWA, partners call upon Congress, Treasury for COVID relief

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*We omitted the decimal point between the 3 and 5 in the original version of this article. Thanks to Aaron Ellis at AAPA for catching our error.*

PNWA and 20 maritime partners have called upon Administration and Congressional leaders to provide \$3.5 billion in COVID-19 relief funding to the U.S. maritime transportation sector.

In Dec. 9 letters to [Treasury Secretary Steven Mnuchin](#) and the [Senate and House leaders](#), PNWA and our partners noted that commercial cargo has plummeted, passenger movements remain virtually ceased, and expenses have greatly increased due to COVID-19 protocols and precautions implemented nationwide.

Unfortunately, no dedicated funding has been provided to date in any of the COVID-19 legislation to assist the maritime transportation system, despite emergency relief being provided to other modes of transportation.

PNWA and our partners recommend that, should the William M. (Mac) Thornberry National Defense Authorization Act of Fiscal Year 2021 be enacted in advance of further COVID-19 relief, Congress could direct these funds through the Maritime Transportation System Emergency Relief Program which would authorize the Maritime Administration to provide grants to help defray business-critical expenses that we have incurred due to the ongoing COVID-19 pandemic.

December 9, 2020

The Honorable Steven Mnuchin  
Secretary of the Treasury  
1500 Pennsylvania Avenue NW  
Washington, DC 20220

Dear Secretary Mnuchin,

As Congress and the Administration continue the process of developing the next COVID-19 relief package, it is critical that you include emergency relief funding for our Nation's maritime transportation system. The maritime industry has encountered significant hardships, and Congress must take immediate steps to ensure that the whole of the maritime transportation system has the resources necessary to address the unique and unexpected challenges posed by the COVID-19 pandemic.

Our maritime transportation system and the critical workers employed throughout this system have kept vital goods moving to medical professionals and first responders, have ensured that our Nation's shelves remain stocked, and have enabled commerce to continue flowing during these uncertain times. Ports that are located in rural areas have propped up local economies, providing critical public services while providing assistance to small businesses, oftentimes at the ports' own expense. Prior to the COVID-19 outbreak, over 650,000 Americans were directly employed in jobs generated through the movement of marine cargo and through vessel activity while 30.8 million total jobs were supported by cargo moving through America's deep-draft ports.

Unfortunately, the COVID-19 crisis has had a significantly negative impact on the maritime industry. Commercial cargo has plummeted – total waterborne trade volume is down 8.2% compared to last year, while the value of this trade has crashed by 13.9% totaling \$200 billion. Passenger movements remain virtually ceased. And expenses have greatly increased due to COVID-19 protocols and precautions that we have implemented nationwide. With an uncertain outlook, these trends are likely to continue and intensify as the COVID-19 pandemic peaks over the coming months. To date, no dedicated funding has been provided in any of the COVID-19 legislation to assist the maritime transportation system, despite emergency relief being provided to other modes of transportation.

As you consider additional actions to respond to the ongoing pandemic, we urge you to provide \$3.5 billion for the maritime transportation sector. Should the William M. (Mac) Thornberry National Defense Authorization Act of Fiscal Year 2021 be enacted in advance of further COVID-19 relief, Congress could direct these funds through the Maritime Transportation System Emergency Relief Program which would authorize the Maritime Administration to provide grants to help defray business-critical expenses that we have incurred due to the ongoing COVID-19 pandemic.

It is essential that the U.S. maritime industry maintain a state of readiness and sustain our critical responsibility in the supply chains that provide food, medical equipment, and other essential goods for the citizens of this country. Without assistance from Congress to cover our pressing needs, we

## MARAD hosts webinar on NEPA process

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### MARAD and the NEPA Process

Thu Dec 17, 2020 10-11 a.m. PST

[WebEx meeting link](#)

*Main Speaker:* Ms. Kris Gilson, REM, CHMM  
Office of Environment, Maritime Administration

*Local Perspective:* Ms. Laura D. Wolfe, AICP  
Senior Environmental Management Specialist,  
Maritime Environmental, Port of Seattle

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## USDOT seeks comments on NEPA implementation

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The U.S. Department of Transportation proposes to update and codify its Department-wide internal order regarding National Environmental Policy Act implementation, currently found in DOT Order 5610.1C, "Procedures for Considering Environmental Impacts."

USDOT proposes modifications to its NEPA procedures in response to the Council on Environmental Quality's final rule updating its NEPA regulation (July 16, 2020, [85 FR 43304](#)), as well as past reauthorization measures related to USDOT's environmental review process.

The USDOT [Notice of Proposed Rulemaking](#) was published in the Federal Register on Nov. 23, 2020. The public comment period closes Dec. 23, 2020.



**U.S. Department  
of Transportation**

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