



In This Issue

- Senate open to earmarks
- Senate Republicans make infrastructure counteroffer
- Port of Everett hiring for Chief of Business Development
- MARAD offers PIDP grant application webinars
- CLIA engagement on behalf of the cruise industry

Senate open to earmarks



U.S. Senate Appropriations Committee Chair Sen. Patrick Leahy (D, VT), announced the Senate would allow for the return of earmark requests in the appropriations process.

Similar to the House of Representatives, the Congressionally directed spending in the Senate will be capped to 1 percent of all discretionary funding. There is also a ban on earmarks to for-profit entities, a requirement to post an online list of earmark requests by senators, the Government Accountability Office will audit a sample of the requests each year, and senators must attest in writing that they and their immediate family do not have a financial stake in the earmarked funds.

However, the senators will not be limited to just 10 requests per fiscal year like their House counterparts. It is not clear which accounts will be eligible in the Senate appropriations for earmarks, but it could be different from the House. More information will be provided as the details are fleshed out.

Senate Republicans announced they would uphold the party's internal earmark ban. However, Sen. Richard Shelby (R, AL), the committee's ranking Republican member, announced the ban is considered non-binding, so Republican Senators may request earmarks.

Senate Republicans make infrastructure counteroffer

The \$2.3 trillion American Jobs Plan proposed by President Biden to stimulate the economy through infrastructure investment received a counteroffer from the Senate Republicans. The Republicans' \$568 billion proposal narrowed the definition of infrastructure to what is thought of as traditional infrastructure. The plan framework includes:



- \$299 billion for roads and bridges
- \$61 billion for public transit systems
- \$20 billion for rail
- \$35 billion for drinking water and wastewater systems
- \$13 billion for safety programs (National Highway Traffic Safety Administration)
- \$44 billion for airports
- \$17 billion for ports and inland waterways
- \$65 billion for broadband expansion particularly in rural communities

The Republican proposal keeps the Trump Administration tax cuts in place and the corporate tax rate at 21% and would be paid for with user fees on electric vehicles and repurposing unspent funding from the \$1.9 trillion American Rescue Plan. The Biden Administration signaled a willingness to meet to talk through the proposal and to begin negotiations. It is anticipated many meetings with staff, Members of Congress, leadership, and others will take place between now and when a meeting at the White House to review the Republican proposal and negotiations on the infrastructure package take place.

Depending on the outcome of the negotiations, if it looks unlikely that 60 votes in the Senate can be achieved, the Senate Democrats could attempt to use the budget reconciliation process to pass an infrastructure package bill by a simple majority. It is unclear whether or not Democrats who previously stated a strong desire to see an infrastructure package pass on a bipartisan basis will go along with the budget reconciliation process.

Port of Everett hiring for Chief of Business Development



The Chief of Business Development reports to the Chief Executive Officer and manages the Port's mixed use and non-marine-terminal industrial properties. This position provides strategic oversight of real estate management and transactions, and lease negotiations for the Port. The Chief is also the Port executive primarily responsible for the economic development of the Port District and increasing

the profitability of Port properties and assets while contributing to the economic growth of Snohomish County.

See the complete [job description and qualifications](#) here.

MARAD offers PIDP grant application webinars

Congress appropriated \$230 million for the FY2021 Port Infrastructure Development Program (PIDP) to fund projects that improve facilities within, or outside of and directly related to operations at or an intermodal connection to, coastal seaports, inland river ports, and Great Lakes ports.



\$205 million of the appropriated funds are for grants to coastal seaports or Great Lakes ports. Funds will be awarded on a competitive basis for projects that will improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port. Grant applications are due by 2 p.m. PDT on July 30, 2021. The [notice of funding opportunity \(NOFO\)](#) is available here.

MARAD's headquarters program staff will host a series of webcasts related to the FY2021 funding opportunity. The webcasts will provide information about the application process and explain how to address the economic vitality considerations reflected in the NOFO.

The PIDP 2021 "Economic Vitality: (Large Projects)" Webcast will be held on April 28, 2021, 12-2 p.m. PDT.

The PIDP 2021 "Economic Vitality: (Small Projects at Small Ports)" Webcast will be held on May 6, 2021, 12-2 p.m. PDT.

To register for and access the webcast on the day of the presentation, [please use this link](#). During the webcast, presenters will take questions through the [program mail box](#). A recording of each webinar will be posted to the webcast page (link above).

CLIA engagement on behalf of the cruise industry



In response to the pandemic, the cruise industry has been functionally shuttered since early 2020. As more and more of the population is vaccinated and the economy begins to reopen and recover, the cruise industry is still currently prohibited from operating under the Centers for Disease Control's (CDC) conditional sail order (CSO).

The Cruise Lines International Association (CLIA) has been actively trying to work with the CDC and advocating to rescind the current CSO and replace it with a safe, phased approach to reopening the cruise industry and businesses that rely on this tourism industry. The economic and jobs impact of the cruise industry, its supply chain, and related industries is huge, with tourism related businesses and workers, as well as port and transportation industries, often among the hardest hit by the lack of cruise operations.

CLIA is modeling some of the U.S. proposal on science-based protocols and operations modifications made in Asia, Europe, and the South Pacific which have had 400,000 cruise passengers embarking from European ports since July 2020. Reopening the airlines for travel is not enough to ensure real recovery for the tourism economy without also reopening the cruise industry.

While there are several pieces of legislation currently being debated, CLIA is advocating for supporters to contact Members of Congress to encourage them to request that the CDC work directly with cruise line companies to create a path to begin a gradual, phased in, and responsible plan with protocols for returning to sailing by July 2021. If you wish to lend your support, visit [CLIA's Action Center](#).

[PNWA Website](#)

[About PNWA](#)

[Action Agenda](#)

[PNWA Events](#)

[Contact Us](#)

© Pacific Northwest Waterways
Association

@PNWaterways

