

## ATTACHMENT 2

### **How much time does Jeff Markey spend each week working on NWSA issues?**

According to Jeff, rarely is there a week that he does less than ten hours a week for NWSA, not including exceptions, like when NWSA personnel are in town and he is with us all day. Jeff's assistant averages five hours a week. Others in firm also frequently are called in to work on NWSA issues, from interns to senior partners, but their involvement with NWSA is more episodic depending on the issue.

Jeff says NWSA ranks in the top three clients to whom he devotes the most time on a quarterly basis. He estimates we account for an average of 20% of his time.

### **Sample of Jeff Markey and Signal Group's weekly activities on behalf of NWSA (Week of May 21-25)**

This was the week of Puget Sound Day on the Hill. That Wednesday, I was on the Hill all day from 8:30 until 4 pm in a combination of group meetings with delegation members and agency staff as well as small group meetings with delegation members. On Thursday, I was present from 10 am until 2 pm to support Puget Sound Day on the Hill and then later that afternoon met with the Army Corps of Engineers (USACE) about a number of topics including the status of the FY18 workplan and its impact on NWSA deepening studies. While a Managing Member was unable to make the trip, NWSA staff previously had requested that I support the Managing Member who would attend throughout the visit. Because I already had planned to participate, the impact on my time was minimal as a result of the decision to not send a Managing Member.

Additionally, that week I also met with the Democratic staff of the House Appropriations Committee to brief them on the port industry HMT agreement and seek advice and counsel on the positioning that might work to make the agreement more palatable to the Committee, who has historically opposed mandatory spending of the HMTF. This process involved hours of preparation to be ready to brief the staff and led to follow-up with NWSA staff as we discussed ways to ensure that the donor component of the agreement was protected in various scenarios. Also, that week the majority of small Oregon ports sent a letter opposing the HMT agreement. As this could influence the views of other Northwest ports and members of Congress, this was troubling to the NWSA and required significant outreach to delegation offices by myself and NWSA staff to outside regional groups to ensure that regional support remained strong.

Further, the House Transportation and Infrastructure Committee moved through Committee their 2018 Water Resources Development Act, which is a key piece of legislation for the NWSA as it relates to HMT, 2106 rebates, deepening and USACE authorizations and reform. We tracked and reported on the mark-up in real time to NWSA staff and also secured from Congressman Rick Larsen (WA-2) an endorsement of the HMT agreement in his statement where he expressed his expectation that as the process moved forward the Committee should be open to including the agreement. Also related to WRDA action, I conducted outreach to the Appropriations Committee to determine their position on the bill as it related to HMTF spending to ensure that NWSA understood where the issue was likely to land during House floor consideration. On the Senate side the Senate attempted to move their version of WRDA and we were in touch with both NWSA staff and WA delegation Senate staff during that process to ensure that the legislation was not fast tracked prematurely.

Related to Section 2106, NWSA staff and myself worked with Senate staff this week to address issues related to the issuance of HMT rebates. We prepared staff for a call with CBP officials to advocate on our behalf and conducted follow-up regarding the current status of their work to implement the rebate program. This was also the week that the Administration first floated a potential tariff on automobile imports. We reacted to that and supported NWSA staff on potential impacts with the delegation. That week I also continued to monitor development regarding a regional meeting with NOAA hosted by NWSA for the following week.

Also this week, the Senate Appropriations Committee completed the mark-up of their FY19 Energy and Water Appropriations legislation which for the first time included the full appropriation of \$50 million for Section 2016 as authorized in WRDA 2014. This was a significant victory for the NWSA as it is the primary advocate for this funding due to its ability to have an outsize impact on competitiveness vs other eligible ports.

Later that week, I met with Congressman Reichert's trade counsel on the impact of tariffs on NWSA and to discuss his sponsorship of the Harbor Maintenance Trust Fund Reform Act and discussed strategy and the latest developments regarding the port industry agreement with them.

To conclude that week, I reviewed the NWSA staff federal report to ensure that it represented the body of work from the previous month.

The week I have described was particularly busy. On weeks where there is little legislative activity or fly-ins being conducted, the pace and workload is more manageable. However, the NWSA's diverse policy goals and agenda items across freight movement infrastructure, the nearly continuous developments of the Administration's trade policy, the agency interaction across USACE, CBP, MARAD and DOT, rail and security issues—to highlight a few—result in a steady flow of work that is significant even at slower times. There are regularly multiple calls with NWSA staff and Congressional staff and necessary research and evaluation of policy opportunities on a weekly basis. As far as time spent on a quarterly basis, NWSA is always within the top three drivers on my time.