

October 18, 2022 Meeting - Seattle Freight Advisory Board

SFAB 10/18/22 MEETING

ACTION ITEMS:

Chris Eaves- (completed)
November Agenda

Slides distributed

Chair/Co-chair interest

Topics covered included: Comprehensive Plan; Seattle Transportation Plan.

This meeting was held: October 18, 2022, 9:00-10:45 a.m., via Webex and in the Boards and Commissions Room, City Hall

Board Members: Jeanne Acutanza, Warren Aakervik, Mike Elliott, Geri Poor, Johan Hellman, Dan McKisson, Al Muehlenbruch, Eric Wright, Stanley Rider, Rachel Ludwick, Howard Agnew, Nigel Barron, Dan Kelly, Kristal Fiser

Public: Thomas Noyes, Erin Goodman, Eugene Wasserman, Ron Viola, Geoffrey Wentlandt, Christine Wolf, Don Brubeck, Tino Jonga

Staff: Christopher Eaves, Michael Hubner, Radcliffe Dacanay, Cass Magnuski

Attending: 26

Christopher Eaves: Before we get started, I have to announce that our new Transportation Director Greg Spotts was unable to make it. He will be coming to a subsequent meeting. I'm going to take on the role of emcee today, as we have a number of new people on the board. In that respect, we'll probably take a little bit of time to get to know each other before we get into our other sessions. As we get through the meeting, some of the other things we want to think about is electing a new chair and co-chair. One of our members, who is about to get on has been working with the oversight committee, and that is one of the other committees that we do interact with. So, again, this is a little bit of housekeeping, a little bit of introductions to some of our plans with the City of Seattle, and a getting to know you opportunity at this time.

All right, it's a few minutes past 9:00. I'm just going to pop in and, as a quick personal note, I want to thank our outgoing members who are here today to provide a bit of hand-off in terms of where we've been, and what we're up to. We initially wanted to do this and I had originally hoped that we would be working

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Meeting begins
Attendance

Chris Eaves –
announcement Director
Spotts was unable to make
the scheduled meeting.

Thank you outgoing
members

with our new director with this presentation, but I think it's very useful for the new members to hear, and I think we might want to do this again when the director makes his appearance. Our new members are right here. We would like the board to say hello and talk for a moment about themselves, so we can all get to know each other. Give a brief introduction. We have Cass Magnuski online to capture your information for a transcription of the minutes. Thank you. I'm going to hand this to Jeanne to say hello.

Jeanne Acutanza: Good morning, and welcome, everyone. I'm glad to see all of you. I am the outgoing freight advisory board chair. I work at WST, but this has been an interest of mine for a number of years. I am as passionate as ever about freight. I'll turn it over to Warren and go from there.

Warren Aakervik: Warren Aakervik, retired out of Ballard Oil. I've been driving around the City for about 60 years in semis. And I'm one of the very few participants ever since the inception back before there was a freight advisory board. I'm one of the few participants who has actually driven semis around a lot of the City streets, and I have a pretty good understanding of what it takes to move. I have had the privilege of working with Chris Eaves and the people of the freight board ever since its inception. That's it. That's all I've got.

Johan Hellman: My name is Johan Hellman. I cover Washington, Oregon, and British Columbia for the BNSF Railway Company. It's an honor to serve on the Seattle Freight Advisory Board. I also provide a railroad perspective by serving on organizations like the Freight Mobility Strategic Investment Board for Washington State, and the Oregon Railway Advisory Committee. I cover everything from small local governments to Members of Congress. And it has been a real honor. I think the SFAB is a real powerhouse that punches above its weight class. Thanks for having me today.

Mike Elliott: Hi, there. Mike Elliott, rail labor. I've been on the board for several years. I've worked all of these areas around here, and I'm still interested in maritime, rail labor, and other labor issues here in Washington State, western

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Outgoing members' introductions

Washington, and across the state. I'll turn it over to my colleague, Dan McKisson, and his capable hands. I will be coming on as a guest now and again. Thank you very much.

Christopher Eaves: Geri Poor will be onboard as a continuing board member for the representation of the Port of Seattle.

Geri Poor: I will just say that the Port of Seattle invites an *ex officio* seat, because we are a public agency. So, we have one person from the Port of Seattle sitting on the board, and I'm privileged to serve for the past year or two.

Christopher Eaves: Now we will catch up with the new members. Because it's in no particular order, Stan you get to go first.

Stanley Ryter: Hi, I'm Stan Ryter. I work for the Port of Tacoma currently. I'm a lifelong (unintelligible) on transportation projects. I've worked for (unintelligible) on interdisciplinary transportation projects. I've done design and construction (unintelligible). Also, I am a 33-year City of Seattle resident. I've read about all of this stuff in the newspapers over the years, and felt it was time to participate.

Rachael Ludwick: I'm Rachael Ludwick ...(unintelligible)

Howard Agnew: I work for a medical supply distributor called Medline. It's down in Lacey, but I deliver in Seattle. I've been doing delivery trucking 2015 or so, so about seven years. I'm starting to get the hang of living in Seattle. (unintelligible)

Nigel Barron: I'm Nigel. I work at (unintelligible) in Ballard, and have been doing that for about 15 or 16 years. I was interested in this mostly to make sure that recreational marine got a voice, as well. It has always been (unintelligible) by the Port and big corporate interests. So, I want to make sure that recreational marine has a voice. And then, also I just want to see about making the work

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New Member Introductions

better for everybody. That became more of an issue now. I have a son who goes to South Shore down at Rainier Beach, and he wants to go to school by himself, and there's absolutely no way I would trust him to cross Rainier. So, those are some of the things that I'm looking at.

Dan Kelly: Dan Kelly. I work for Alaskan Marine Lines. We're new to Seattle. We've been here for five years. I've been working in marine transportation for over 30 years. We have facilities down on East Marginal Way. We do trucks and barges; we work with rail and freight. (unintelligible)

Kristal Fiser: Thanks, Chris. Kristal Fiser. I work for United Parcel Service. I've come back to the freight board, after being off for a few years. I do policy and state government affairs for the company, not just here in the City, but the State, and surrounding states, as well. (unintelligible) We use the rail; we use the air; we use the ports, as well. We want to bring that perspective back to the board.

Al Muehlenbruch: I am Al Muehlenbruch, PCC Logistics. I have worked in the industry for -- I hate to date myself -- 40 years. We're involved in international transportation, international trans-loading. We handle import/export. We work with both railroads up and down the West Coast. We have 14 locations. We operate six warehouses in the Pacific Northwest. I'm glad to be part of the board. Thank you.

Eric Wright: Good morning. My name is Eric Wright. I've had a lifetime of experience in logistics. That's what I've done for most of my life, within commerce and air. Most recently, I've done a lot of work intermodal. I'm really happy to be officially part of the board. I've sat in on a lot of meetings over the last year or so. I'm looking forward to getting to work.

Dan McKisson: Good morning. Thanks, Chris. Dan McKisson with ILWU, the longshore union out of Local 19 Seattle. This is my second go-around on the freight board. Local 19 has had a position on the board since its inception. I turned up a few years ago, and I'm back again. I'm happy to be back. I'm also the

president of our Washington Area District Council. We work at the direction of our 14 locals in the State, addressing State and local issues. And I'm also the chair of our coastal legislative committee, which addresses issues in DC with our congressional delegation. I'm glad to be back. Thanks.

Christopher Eaves: Thank you. I really appreciate the introductions from everybody. We would normally be taking on some of our business. We are probably going to take a look at that as part of our presentation. Next would be public comment. Do we have people who wish to make public comment?

PUBLIC COMMENT

Don Brubeck: I just wanted to introduce myself, since I'm in the meeting. Don Brubeck. I live in West Seattle and I'm a leader in West Seattle Bike Connections, an advocacy group for safety in biking. The reason that I got interested in freight is because, if you get out of West Seattle, you've got to go through SODO, and the manufacturing and industrial areas. I got involved in the Freight Master Plan advisory committee some years back when the master plan was first coming into being. So, I'm happy to be here, and it's good to see new members.

Christopher Eaves: Don, thank you for correcting me. Will normally do introductions all the way around, and I think that is a great way to go. Thomas Noyes also raised his hand, I believe for introduction. Apologies for my skipping ahead.

Thomas Noyes: No problem, Chris. Good morning, everyone. I just wanted to introduce myself. Apologies. I'm having IT issues this morning. I'm a senior transportation planner with the Washington State Department of Transportation. We are not a board member, obviously, but I serve as liaison for WSDOT with the Seattle Freight Advisory Board. We obviously have a lot of mutual interests and operations and activities in the Seattle area. I have been participating in the Seattle Freight Advisory Board since its inception. Welcome to all of the new

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Public Comment:

Don Brubeck

Further introductions

board members. I know a few of you, and welcome back. It's nice to see you. Thank you.

Christopher Eaves: Thanks. I see that Ron has got his hand up.

Ron Viola: Good morning, everyone. My name is Ron Viola. I work with Lineage Logistics here in the Pacific Northwest. I actually live up in (unintelligible), but down in Seattle if not weekly, then every other week for sure. I've been on the cold storage side of our business for the last nine years. I just jumped into transportation a year ago. So, it's kind of new to me, but obviously, the freight moving in and around the area has 100 percent of my attention right now, whether it's drayage to the ports, and truck load distribution all across the region. I'm excited to hopefully offer some insight and advice, but certainly to learn what's going on in the area. So, thanks for having me.

Christopher Eaves: Thank you. Going down the list to Geoffrey.

Geoffrey Wentlandt: good morning, everyone. Geoff Wendtlandt. I work in the City's Office of Planning and Community Development. I've been working on industrial/maritime lands topics. Thank you.

Eugene Wasserman: Hi, I'm Eugene Wasserman, president of the North Seattle Industrial Association. We represent the business and property owners along the Ship Canal, Salmon Bay, Lake Union, and Elliott Bay. I attend meetings because we have a lot of freight issues. I have a question. Are these meetings being taped?

Christopher Eaves: It's taped, but not by video, and Cass Magnuski uses that to create a transcript.

Eugene Wasserman: It would be nice. If I can't see a speaker, I can listen to them later. I tape my meetings, so I know.

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Christopher Eaves: All right. We'll work towards that. Michael, say hello.

Michael Hubner: To introduce myself, I'm Michael Hubner. I'm also with the Office of Planning and Community Development, and I will be speaking with you in a short bit about the City's Comprehensive Plan. For some reason, my video was being a problem.

Christopher Eaves: Thank you. And I believe our last person is Christine Wolf.

Christine Wolf: Good morning, everybody. I am Christine Wolf, for the new members, and I'm the transportation planner for the Northwest Seaport Alliance, which has several international container terminals in Seattle. I moved to the Alliance from the Port of Seattle. So, I have actually had the privilege of occupying the Port chair that Geri Poor now occupies for quite a few years. I've been engaged since that inception and actually even before that, when it was a more informal group of folks who got together to talk freight. So, I've been at it for years. And welcome to all of the new members and this exciting topic.

Christopher Eaves: Thank you. It's about 9:20 right now. I'm going to ask again, because I got ahead of myself, do we have any public comment? I see no hands. I'm going to move to the presentation that our other members had provided.

Jeanne Acutanza: I can present, Chris. Or Geri, if you want to.

Geri Poor: You're going to start speaking, and I have some middle things to add.

OUTGOING MEMBERS PRESENTATION

Jeanne Acutanza: This was intended for the new director, Greg Spotts. Welcome. Our mission has been to advise the Mayor, the City Council, other departments, and the development of a functional, efficient freight system that is

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Second call for public comment.

Outgoing Members' Presentation

Jeanne Acutanza
Discussion of goals, roles, and scope of the Freight Advisory Board

related to freight. And we take that very seriously. And we thank you for volunteering. I should say, for me, I was raised by a mom, a single mom, who relied on a union manufacturing job, so freight and manufacturing are dear to my heart. I was just going to go through some of the background of freight in Seattle. I'm sure that many of you have different perspectives. It is a broad, wide, topic, so we'll go through that. And thanks to Geri, who has a lot of information on that. We're going to talk about some of our freight committee priorities, some of the things that we have done in the past, and kind of give you some history of the things that we've done, and the Freight Master Plan specifically. And then, looking forward, we have some things that we want to leave for you. These are asks that we've made and continue to be very interested in. The background of these freight assets, this is the public and private sectors. It includes this natural deep-water port and the well-established infrastructure that works with it. That's all of the State highways, the international/domestic railroads, BNSF, and the SCA airport. I've learned to say, "SCA" instead of SeaTac. And then these wonderful manufacturing and industrial centers. So, I'm going to let Geri Poor take it from here, but that is a beautiful view from the Port of Seattle, to give you an idea of these assets that we have.

Geri Poor: Thanks, Jeanne. And welcome to the new committee members. The Port of Seattle appreciates everyone's membership on the board, of course, and we at the Port and the Alliance note that we are a big part of the freight system, but there are many other important parts, too. We just have about five slides here to highlight some of the Port and the maritime industry. This area shows the four container terminals that the Port of Seattle is currently operating, Terminal 30, Terminal 18, and Terminal 5; and then Terminal 115 in the background. The first three I named are international terminals, and Terminal 115 at the river, is mostly domestic. And then, Terminal 46 has previously been an international terminal, and the Alliance is doing marketing to get that back into container usage. The last thing I'll say here is just to pause and explain that the Northwest Seaport Alliance is a public agency also, that is a joint venture of the Port of Tacoma and the Port of Seattle. Christine Wolf introduced herself as with the Northwest

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Geri Poor
Port of Seattle perspective
and background

Alliance, and she works for that joint venture as the transportation planner. So, it's great to have her.

A couple of facts about the alliance: the 3.7 million TEUs is the measure of how many containers go through the gateway. If you don't know already, you will learn that TEU stands for Twenty Equipment Unit, and that's the majority of the boxes you see out there are 40-foot boxes. They're measured by 20-foot increments, so two counts are in a container terminal contained in a 40-foot box. I'm going to keep going. There are more statistics there. The current trend that we see this year, as we collect 2022, moving towards the end of the year, there has been a big shift to the east coast for a couple of different reasons. So, numbers will have changed when they come out at year-end. But there is a longstanding trend that we, in the Pacific Northwest, are the third, fourth, or fifth largest gateway in the US.

This is a great slide that Christine Wolf offered to us. Every banana that comes to the Pacific Northwest comes through Terminal 18. So, enjoy your bananas. It notes that they are the fourth international gateway in the US. This said, that bounces around a little bit. But it's also important to note that we are the second biggest US gateway for refrigerated export, which means a lot of frozen seafood, frozen potatoes, those kinds of things, come out through the ports here. And the warehousing around here in the region, it's the fourth largest distribution cluster in the US, and second largest on the west coast.

This is a fun slide. I believe the slide that was distributed to you also and you might want to study how the ocean trade routes that were just being highlighted, the middle part there, as things come from the factory, often in Asia, come to be distributed throughout the US. Although, of course, exports to Asia are a major benefit of having an international port gateway here. A lot of agricultural and manufactured products from the Pacific Northwest can go back to Asia at a discounted rate. The imports tend to be the big driver for the lines to serve.

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TEU defined

T-18 and bananas in WA

Ocean trade routes and
Seattle

To those of you who know this as well as or better than I do, sorry, but I must speak to all of us at the table. The infrastructure network is important. In this area, we highlight the State routes, I-5, I-90, SR519, SR599, which goes up the Duwamish, and SR 99 heading primarily south, and also north.

Rail lines include BNSF (Johan Hellman represented -- we were so pleased to have him on the board) -- as well as UPRR and a short line railroad. The second bullet here also speaks to the importance of road and rail grade separation. So, projects like SR519, Spokane Street Viaduct, Lander, are all important investments made by the City and stakeholders to make sure traffic can keep going, even when trains are using the rail line across the road. The slide shows you where Argo Yard is, which is the international yard that the containers flow through for Union Pacific. BNSF SIG Yard is right there on the east side of East Marginal Way, and the east side of SR 99. And then Balmer Yard is at T-91 area up in Interbay. We wanted to make sure that people are familiar with what is called the Puget Sound Gateway Program. These are a couple of high strategic freeway completions that the State has been working on for ten or twenty years. Thank you, Thomas Noyes from WSDOT. So both 509 from in the airport area, and 167 extension between the Port of Tacoma and the Puyallup area are two projects that should be completed in this decade -- and they have been envisioned for a very long time.

Another important part of the infrastructure network is the waterways, both the Ship Canal and the Duwamish Waterway and Elliott Bay itself. And then also important, and you'll learn about this more if you don't know already -- the truck streets in the City of Seattle are the arterials plus the last mile connectors and major and minor truck streets. Last mile connectors are often just that last mile to the freight terminal. And then, the heavy haul network is unique to Seattle and Tacoma, because some containers are heavier than freight load standards. In the Port of Seattle, we worked with the City a couple of years ago to create a network that will be upgraded to a higher pavement depth to support heavier loads and keep truck drivers operating safely and legally.

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Infrastructure to and through Seattle

WSDOT interaction

Over-Legal Network – Permit and Port/City cooperation

Importance of Industrial Centers

This slide speaks to the importance of the manufacturing and industrial centers (MICs) in supporting the City's and the region's economy. You may know, and you will know well soon that there are two main manufacturing and industrial centers (MICs). The BINMIC is in the north center, primarily on the Ship Canal, but also Terminal 91. You will see the Highlights, as the north Pacific fishing fleet, maritime industry and the Constraints, there are primarily vulnerable bridges at Ballard and Fremont. It's slightly under 1,000 acres and has about 15,000 employees. Moving down to the Greater Duwamish Manufacturing and Industrial Center (MIC). It has been in operation since 1869. it is the largest area center like this in the State. It's 5,000 acres and employs over 60,000 employees. There is a beauty shot of Fisherman's Terminal in the BINMIC. To me, it's Fisherman's Terminal, but other people will see more. The whole Ship Canal, the Ballard Bridge that we talked about, Balmer Yard. The Salmon Bay Bridge, that BNSF is rehabilitating is off to the right. You can also see the grain terminal in the background.

This is a very interesting slide taken out of the study done several years ago showing how the Ballard Locks supports many businesses in the maritime. Commercial fishing, education, maritime fuel supply. The little inset on the right shows where this map is taken from, and it also shows the importance of Lake Union and industry. You should look at that more closely.

MICs are 12 percent of the City land area. They have a disproportionate contribution to the tax revenue. I know that Geoffrey Wentlandt and Michael Hubner are here to talk about the maritime strategy, which has been an important work effort for the past several years. And that is important to land use Comp Plan and zoning designations in these areas. It's important that the MICs provide a lot of job diversity to the Seattle economy. And when there is an economic downturn in tech or whatever, our manufacturing and maritime jobs can keep the economy running and be an underlying support for the economy. Also, a job diversity point is that many of these jobs are open to people without a college education, so it's an entryway to family-wage jobs.

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Ballard and Fremont

Fisherman's Terminal

Connection to
Comprehensive Plan

The last bullet here says, "Major truck streets are 10 percent of the arterial network." It makes the point that it's not all of the City's arterial network that trucks use. In a lot of the arterial networks, and not only in the MICs, are trucks moving. And that's important, but also on some of the major arteries.

Jeanne Acutanza: This is something that we got from the Northwest Seaport Alliance just showing the influence of where all of those goods and services come from, and how they impact our economy. These are all of the goods that come through our gateway. The one thing that Geri Poor -- we think of freight as big, heavy freight, but also an interest of ours is the urban freight. And we're so happy to have Kristal Fiser back, because we've done curbside studies and downtown loading zones. There is a lot of collaboration with the University of Washington's Urban Freight Lab. We've looked at things like loading zones in Pioneer Square, piloting these truck (unintelligible), and then making sure we have access to those urban villages for those residential deliveries.

And then, what do we do as a freight advisory committee? We study these issues, but we also provide, whether it's support to USDOT for grants. So, for example, most recently, we've written letters on East Marginal Way, and were hopeful in getting a grant. And then we have advocated for investment on Lander Street, the West Seattle High Bridge improvement, and then 4th Avenue over Argo Yard, which is not quite funded. And then we look at those regional plans and projects from a freight perspective, so we have some people from the planning and community development group here, so we do provide feedback on Seattle's Transportation Plan and Seattle's Comprehensive Plan, and all of these other issues. West Marginal Way, the West Seattle-bound light rail extension, and things that come from our major metropolitan planning organizations, like PSRC. We provide feedback on those. And even on the Port of Seattle's development, we provide feedback on those WSDOT projects and plans. The other thing that we do -- that really Christopher Eaves does for us -- is bring us some of these unique issues, and small improvements that we can invest in through our tax levy dollars. We can say that this is a high priority so trucks can move through here while we're protecting active modes more safely. So, that's a

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Jeanne Acutanza:

Freight isn't just large vehicles.

Urban Freight Lab has
Piloted projects in Seattle

Provide support for grant
applications – letters of
support for...

East Marginal Way, Lander
St, West Seattle High Bridge,
4th Ave over Argo

Feedback for...
PSRC, WSDOT projects

We can say it's a high
priority for trucks

real priority. We have members on the POAG of the Seattle oversight board, and we are going to review the Seattle Transportation Plan. And we've looked at the Ballard Bridge a number of times. Underlying this, we are advocating for these freight networks. Geri mentioned this system of arterials. This is our Freight Master Plan (unintelligible) limited access facilities that are typically the responsibility of the State. Major truck and minor truck streets, those are the green and blue lines in here, the first and last mile connectors that Geri mentioned -- that's the access into those industrial areas. Other designations are the heavy haul network over legal routes. These are the routes that you use to bring those large over-sized things, cranes and other construction materials that can't really typically fit and need permits. **Seaport, freeway, intermodal connectors, the national highway system freight and intermodal connectors, those networks and connections are really important to us, and we want to make sure that those are served well.** Another thing the Freight Master Plan did was identify -- it's dated, so maybe it has been updated, but freight bottleneck, the high truck collision areas and mobility constraints. You can see that here is a freight bottleneck. That's on 99. Some other areas that are high priority, Aurora is high priority for freight. And it's not just the congestion. It's active rail crossings. it's low clearances. It's weight restrictions in the heavy haul network, and then traffic control zones, like construction that we have experienced through the years. A fundamental part of our work is understanding Complete Streets. The City of Seattle was an early adopter of Complete Streets, and in 2007, passed this ordinance that is really focused on making sure that our streets accommodate a multitude of modes, vehicles, bicycles, transit, and persons of all mobilities, while promoting safe operation for all users, including freight. The first two sections talk about those modes, bicyclists, persons of all mobilities, transit riders, and the modal plans. All Complete Street ordinances are not the same, and ours includes Section 3, which is, "Because freight is important to the basic economy of the City and has unique right-of-way needs, to support freight will be a major priority on the streets, classified as truck streets." That's why we protect them. (unintelligible).... consistent with freight mobility, but also support of the modes may be considered on the streets. So that's what we spend a lot of time thinking about, major truck streets. And then, this is from

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We advocate for freight networks – heavy haul and over-legal networks

C.E. – bold added for emphasis.

Many parts of the existing infrastructure require attention for goods to move

Complete Streets – SFAB had to press to understand its impact and advocate for improved definitions.

Streets Illustrated. It is another design construct from the City. In figure 311, it talks about these industrial streets' design criteria, designed to facilitate the movement of all truck types, and over (unintelligible). as practicable. This shows a 12-foot curb lane protecting bicyclists. So these are things that are really important to us, with safety and having the ability to move. **We also want to highlight the -- we have been talking about the national roadway safety strategy. it's a new philosophy from the USDOT. It is fundamental to safe systems for all, funding that the feds are putting out. Death and serious injuries are unacceptable. Humans make mistakes, and humans are vulnerable. And that responsibility for protecting them is shared by all users.** Safety is proactive, so we have to do what we can now to enhance and improve safety. Redundancy is crucial. We talked about those buffered bike lanes as ways that we can make sure that there is safe distance between vulnerable modes and vehicles. And this just illustrates what we mean by that. This is an 11-foot lane, and you can see that this is right above this lane. Trucks are large. They require extra space for accelerating and decelerating, turning, including wider driveways, wider lanes, clearances overhead, comfortable turn radii, even with professional drivers. Trucks have blind spots, suggesting more clearance, headspace, especially around more vulnerable modes. So, this is a high priority for us. I'm going to ask the other board members to chime in on this, but I'll just go through these real quick. Some of the details: trucks have a limited visibility and around vulnerable modes, it is ideal to have space and separation. if you want it, we'll send you this video. But it shows how these blind spots and how trucks can see and not see. Trucks are often maneuvering in spaces not optimally designed for trucks, resulting in making accommodations that compromise safety. So, turning into other lanes, running over curbs and other barriers, backing into active lanes. This is to design for a truck; this is accommodating, meaning it turns out into other lanes, and it's more bulky, and causes changes that people are not expecting to see. So, we ask that facilities, especially on major truck streets be designed for trucks. Trucks are not just moving goods. Trucks are service vehicles, construction vehicles, and transit that requires similar design considerations. So, what we're asking is requirements to thoroughly analyze upfront (unintelligible) of accommodating other modes in

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C.E. – bold added for emphasis.

USDOT Complete Streets philosophy

Trucks have limited visibility and maneuverability which affect road design.

major truck streets to the Complete Streets checklist. All three of these are City of Seattle designers, people that do design on these facilities, even the private developers, please look at these standards. Make sure that even if it's not a major truck street but you expect truck usage, and look at the design considerations early on. So, this is just a garbage truck backing into a very large driveway. We want to make sure that we're safe. This is Aurora, and a truck backing across all of the lanes. As you can see, the lanes are stopped. Collect the freight related data to understand these freight rulings, including service vehicles. Provide a separation buffer for vulnerable modes without taking lanes on major truck streets. You saw those areas where we have bottlenecks. We want to make sure that we don't reduce the footprint for trucks. And then, truck parking is something that we've worked with our friends from WSDOT. Some of the other details: Freight and industrial manufacturing exist synergistically with the Port, rail and transportation network resources. So greater competition for space, changing lanes, all of these external forces put the synergy at risk and is impossible to regain these resources once lost. This natural deep seawater Port is a rarity to find. You couldn't probably build it today if you wanted to replace it. And so, we asking that you preserve these freight assets for the long haul for a sustainable future. We don't want to move all of this manufacturing somewhere else and reduce that synergy. Looking forward on safety: Follow that national roadway safety strategy. Consider vulnerable users and do this without eliminating or reducing freight assets for freight flexibility. We ask that you support -- this is an ask from the City for you to support this --I talked about a safety summit. We know that there's a lot of interest at the Port with the Washington Safety Commission, and ITE and others would support a one-day Road-eo where we talk about safety and show what those blind spots look like. And then, we suggest that the director take a trip on a truck and see what that's like. We would love for all of the team to record it so it has some educational value. And then, from an equity perspective, as Geri mentioned, these MICs and our related industries provide family-wage jobs that don't require a college education. So, preserving those MICs, the industrial centers. and maintain that diversity of jobs for a diverse workforce. And then, sustainability: these are the buzzwords: Safety, equity, and sustainability. These are the things that will also

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Truck usage still occurs – garbage trucks, deliveries, etc.

Preserve freight assets for the long haul for a sustainable future.

Safety Summit
C.E. note – tentative May 2023.

Diversity of jobs in the MICs

Keep in mind safety, equity, and sustainability

help us find funding. Keeping our synergy close to manufacturing/industrial assets in close proximity -- it's much more sustainable to keep these things close together, put them on rail, which is far more environmentally climate sensitive. Our ask is that you work with the freight board and the expansion of the (unintelligible), including transportation electrification footprint. Here is more about the Northwest Seaport Alliance and their strategy. They are working very hard. We have asked the other board members if they had something to weigh in on, as well. And I'll stop.

Warren Aakervik: Here I am, Jeanne. A couple of things that I like to point out, when we go back to the details and the asks that show the truck and the blind zones, when a big truck or semi starts to turn, once you start to initiate that turn, there is a complete lack of sight distances down the right-hand side. I think it's kind of ironic that downtown in Seattle, we put in 2nd Avenue and 4th Avenue, both of them now control the bicycles and pedestrians to allow vehicles to turn across the bikeways and the sidewalks. And most of those are, in fact all of them are on the left-hand side where a truck can see, but on the right-hand side, a big truck can't see. There are some partial videos that are out that start to show that a driver cannot see on the right-hand side in a semi, and therefore you should never pass on the right-side. I think we need to emphasize that. And also, I think that the strategy of a truck Road-eo is great, but I think we need to have a truck trip narrated by what the driver is trying to do besides making sure that nobody has come up on the side and he can't see and maneuver through traffic, but he still has to drive the truck. So, I think that a much better education process that truck drivers just can't see, and I think a lot of people in the other modes believe that we can. So, I think that's a major emphasis. The other thing is, you talk about a deep-water port. I'm out in Ballard, where we have a unnatural, freshwater port, and that's where most of the commercial fishing industry that thrives in Alaska, these fisheries, and this house. You look at all of the shipyards that are out there, except for the bigger shipyard downtown, and you start to get an indication of what the importance is of Lake Washington Ship Canal for the maritime industries in Seattle, and again, offering jobs for the people who are not

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Warren Aakervik

Truck limitations need to be highlighted – i.e. video, truck rodeo etc.

Need improved education process.

Lake Washington Ship Canal has important place for WA and Alaska.

Maritime businesses also provide workforce development

necessarily going to college, but can learn really great trades and some of the workforce development stuff.

Jeanne Acutanza: Anyone else from the freight board? thoughts or comments? Okay, I will leave it there. I see some great folks here and want to just share this with you. I'll turn it back to Chris.

Christopher Eaves: Jeanne, Geri, and everybody, thank you very much for this. We were talking about this set of apps for the director. I don't have Greg Spotts' presentation. I think he will reprise it when he does come to speak with the board. But I really appreciate the time and the effort. ...(unintelligible) Comprehensive Plan, which takes a look at how the City (unintelligible). For the next item on the agenda, perhaps we can turn this over to Michael.

COMPREHENSIVE PLAN

Michael Hubner: Thanks, Chris. Good morning again, everybody. I got my video to work here. I have a set of slides. Quick time check. It looks like perhaps we're a little bit behind schedule. How long would you like me to speak? I can tailor it.

Christopher Eaves: We have the time built in. I always put in a little bit of a buffer, so please give us what you want to give us.

Michael Hubner: Great, thank you. Just checking. Michael Hubner. I'm the long-range planning manager in the Office of Planning and Community Development. I'm here this morning to give you a pretty darn quick overview of what is a pretty darn large project, which is the update of the City's Comprehensive Plan. We came to board early this year or late last year with an overview of the project prior to launching our public-facing work, which we began last spring. So, I'm going to reprise a little bit of that background, because I know that there are some new faces in the room. And then touch on some of the things

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Comprehensive Plan

Michael Hubner

Office of Planning and
Community Development
OPCD

that we have been working on in terms of engagement with stakeholders and community, and work towards updating the City's strategy for managing growth.

The City has a Comprehensive Plan. It's required under the Growth Management Act. Our current plan, Seattle 2035, was completed in the middle of the last decade. Some of you were involved in that process and are familiar with what the City has done to plan for long-range growth under GMA. We are required to update the plan about once a decade, with a new plan due, per State law, by the end of 2024. The Comprehensive Plan is a vision and a policy guide for growth over a 20-year period. And our next plan is going to go up to the year 2044. This is a policy document, and as such, it works in coordination and consistency with other plans. Specifically, for this morning's presentation, the Seattle Transportation Plan, which SDOT is working to develop at the very same time we're doing the Comprehensive Plan. This is a great opportunity for SDOT and OPCD to work together to ensure our transportation and land use is tightly coordinated. And the plan guides zoning, regulations, capital investments, City budget and department workplans. It has a number of chapters or elements of the plan, many of which are required under the Growth Management Act, including, ***I think relevant to this advisory board, lane use, transportation, capital facilities, container ports and economic development. So, we are updating all of those elements.***

We have a growth strategy, which is really the centerpiece of the Comprehensive Plan. We have had a growth strategy, which is based on urban centers and villages since the early 1990s, which was the first time that the City developed a Comprehensive Plan under the GMA. It concentrates on new housing and jobs, and compact, walkable, mixed-use neighborhoods that are linked by transit. And also, importantly -- and thanks, Geri, for that great set of slides focusing on the manufacturing/industrial centers -- you'll see in light grey on this slide the Ballard, Interbay, and Greater Duwamish MICs. They are also a component of our growth strategy. the urban villages have been quite successful in focusing growth in these areas. However, as we go into this update, we're really working in two areas to update our approach. As Geri referenced, we have been doing work in

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Comprehensive Plan required under the Growth Management Act. Approx. 10-year update

Updating at same time as Seattle Transportation Plan being developed.

C.E. note – bold added for emphasis

the industrial and maritime strategy, to update our industrial policies and the land-use strategies in those areas. I'm not here this morning to talk to you about that specific project. I know there have been other times when you have had staff come in and talk with you about industrial/maritime. But I will reference it as we go forward.

More essential to this overall Comp Plan update is addressing some of the growing concerns about the centers and villages strategy. Mainly that this strategy has reinforced some of those patterns of segregation and racial exclusion that have been part of our history as the City, and that are having an impact and persistent disparities among communities in this City. We are looking to address that in our next version of the growth strategy. Restrictions on housing supply and diversity. I'm sure you are all aware that we are experiencing an ongoing crisis in housing affordability and availability and displacement pressures that include communities that work in and rely on jobs in the industrial/maritime sector, as experienced in the City, and working to relieve those pressures. That is the emphasis of our update. And you will see, as we move forward with several -- and this is new material here -- we have scoped an environmental impact statement for the update where we will be studying several approaches that build upon our centers and villages to address those concerns. We have a 'no action' alternative. EIS has one of those. In this alternative and all of the others, I really want to call out the work that was done for industrial and manufacturing. That strategy and the final EIS that's been released by our department. We are incorporating all of that work without revisiting or altering any of that good work that has been done in terms of land-use options and policy changes for the industrial and maritime areas. So, we are grandfathering that in, and it's part of the overall Comp Plan update. But for the remainder of the City, looking at several approaches to build on the centers and villages, one is looking at the role that smaller nodes within neighborhoods could play in providing additional housing choice. And also, more goods and services in the area where people live. Another is examining a potential wider role for our neighborhood residential areas to allow a wider array of housing choices as the City grows. Things like duplexes, triplexes, or fourplexes, or townhomes. There is a gap in the

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Urban Centers/Villages strategy – concerns that it is reinforced some patterns of segregation and racial exclusion.

Housing affordability issues

Work done for industrial and manufacturing...

Grandfathering in land-use options and policy changes for industrial and maritime areas.

Examining wider role for residential areas

availability of the supply of housing that meets the needs of our households and ownership opportunities, especially for moderate income households that this strategy would address those concerns.

A variation on that approach is to focus those housing options in proximity to some of our frequent transit service, and amenities like large parks. So, not the entirety of the City, but key corridors and areas of the City where access to those amenities and the ability to move around the City are so important. We're calling it the corridors concept.

And then finally, and like every EIS, what we are trying to do here is establish a bookend of alternatives. The final alternatives combined where all of the strategies I've just described to you, the nodes, the corridors, the changes to neighborhood residential would all be combined in some way to provide the greatest abundance, both rental and ownership housing across the City. We've been studying that (unintelligible).

So, this EIS will also address displacement, evaluate current displacement factors, and also have each of these strategies influence displacement pressures in what we as a City should be doing to mitigate the displacement pressures going forward. And we have a public engagement process. this began last spring. We have a couple of different web sites. We have a main project web site, and an engagement hub. This has been very successful in attracting people to the hub to provide comments. We had a scoping period for our EIS over the summer. For example, we got well over 1,000 comments from people about these comments that I just described to you. And we plan on releasing a scoping report around the end of this month or the beginning of next month that describes in more detail the areas of the City that we will be studying for those concepts, the nodes, the corridors, etc. We are working with a consultant to do that analysis, and you can expect a draft EIS next spring, with a comment period and lots more engagement.

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Variation: Housing options in proximity to frequent transit service – a corridors concept

Trying to establish a bookend of alternatives

Working to mitigate displacement pressures

Series of community-based public meetings November through January

In the meantime, we are planning to do a series of community-based public meetings to talk about the plan, to get input, as we continue to develop a preferred strategy for growth, and also to gain input on the different chapters or elements of the plan. Those meetings will be happening November through January. Look for information on that in the coming weeks.

And I'll just leave it there. This was a kind of quick flyover. I understand that SDOT going to be speaking about the Seattle Transportation Plan. I'm happy to answer any questions about how transportation and freight mobility fits in with the larger picture. But it might make sense to hear what they have to say about their planning work, because that's so intimately involved with what we're doing with the Comp Plan. Happy to answer any questions.

Christopher Eaves: So, while Michael is looking to end the slide show, I want to say thank you very much. It's an overview of what the City is doing. We're going to be working more closely with the Transportation Plan as it is being updated or being merged together. A lot of this information is to try to give you an idea of the types of things that the City is doing towards a long-range plan, and also the things that we're going to comment about, look at, and consider. A lot of information is coming your way. There is a reason for it, because we are going to be looking at what we do for the next 20 years. And part of the board's function is to give perspective and various expertise that you all represent. So, yes, a lot of information, some of it a little esoteric, some of it in development. But the reason we're doing this is to try to make sure that you get as good a perspective as you can. I think I saw somebody's hand up.

Dan McKisson: Sorry about that. It looks like I've got a bad connection suddenly. But anyways, thank you for your presentation. It was fantastic. I just want to ask, on the industrial lands portion, which EIS recently came out with. You said you accept what is going to be in there, because they did add some housing in there around the stadiums. Or are you just going to add whatever ends up being voted on in the Comprehensive Plan?

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Chris Eaves – This is an overview of what is occurring.

Dan McKisson – Housing added around stadiums. Will OPCD add whatever ends up being voted on in the Comprehensive Plan?

Michael Hubner – Two tracks – Industrial/Maritime with environmental review and final EIS.

Michael Hubner: Essentially, these are in two separate tracks. The industrial/maritime strategy has its own environmental review process and the final EIS. It's not the goal, nor would we want to duplicate efforts to study that again in the accompanying EIS. So, once that process is done, there can be in 2023, consideration of any policy changes in the Comprehensive Plan through an annual memo process, or we could tee up policies for adoption as part of the Comp Plan update of 2024. But in either event, the changes that were analyzed in the SPIS for industrial/maritime, what we would take as essentially baseline conditions for what we've studied, we're not going to recreate or revisit those issues in the Comp Plan. We let that reside in the industrial/maritime process.

Dan McKisson: Okay, that's still playing out. We have problems with the housing being considered in the stadium district south of Royal Brougham. We can get into that later. Thank you.

Geri Poor: I don't want to extend this too much, but I just want to clarify what you were talking about. The question in my mind was does that mean the preferred alternative will be carried forward, and implemented into the Comp Plan? The manufacturing and industrial strategies preferred alternative? Or what is it that would be carried forward into the Comp Plan?

Michael Hubner: We're presuming that the industrial maritime process will have completed by the time that the Comp Plan is transmitted to Council in 2024. That's an assumption. At this point, what we know is that the EIS has been released, that studied the preferred alternative. ***So, as far as the EIS now is concerned, we are using that preferred alternative as information to be included in our Comp Plan draft EIS. We will see how that process continues by the time that we get around to preparing the final EIS for the Comp Plan, I think it will be clear what will either will have been voted on through annual amendment where there will be a preferred alternative and can be rolled into a final EIS for the Comp Plan. An important point is that the Comprehensive Plan update is not the venue for that process, but rather industrial/maritime strategy.***

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But we will take as baseline the conditions we studied.

DanMcKisson- have problems with Housing considered in the Stadium district.

Geri Poor – want to clarify. Does this mean the preferred alternative will be carried forward into the Comprehensive Plan

Michael Hubner – noting that the industrial/maritime strategy is the venue to discuss housing.

Geri Poor: Thanks for clarifying.

Christopher Eaves: Well, in the absence of further questions, Michael, thank you very much for your time. And I'd like to turn it over to Radcliffe Dacanay and the Transportation Plan.

SEATTLE TRANSPORTATION PLAN

Radcliffe Dacanay: Great. Thank you, Chris. Can you hear me okay?

Christopher Eaves: Yes, we can. Thank you.

Radcliffe Dacanay: Great. Thank you so much. Thank you again for having me attend your board meeting. My name is Radcliffe Dacanay. I'm a principal planner at SDOT and the policy and planning division transportation group, and one of the planners helping to carry out the work on this Seattle Transportation Plan.

I wanted to just give you a combination overview of the Seattle Transportation Plan, and also what has been happening, and what we'll be working through over the next few months, just to give many of the new members an introduction to the Seattle Plan, what it is, and then what is coming up next.

Our Seattle Transportation Plan -- we call it STP for short -- is a commitment to building a transportation system that provides everyone with access that's a safe, efficient, and affordable options to reach places and opportunities. This is our chance to update our vision for the future of transportation in Seattle. It is pretty ambitious. It's intended to reimagine our transportation system collectively with lots of different groups, including yourselves, and trying to put an emphasis on safety and connecting people to the places that matter most to them, and then remain grounded in our values around equity, safety, climate, stewardship, livability, and mobility.

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Seattle Transportation Plan
Radcliffe Dacanay

Seattle Transportation Plan
(STP)

Vision and commitment

More inclusive process

We are also trying something relatively new in the process and be much more inclusive in the engagement process.

Why do we need this plan right now? Part of it is to address urgent challenges. We're coming out of Covid, and we started thinking about this when we were in Covid, so bringing in some of those ideas and how to be much more resilient to the pandemic, but also to climate issues, and also thinking about funding for future transportation. Our levy is going to expire in 2024. And it's also an opportunity to align with the Seattle Comprehensive Plan that Michael Hubner just shared with all of you. As our City grows, we won't be expanding our highways or roadways all that much, so we need to use our spaces, our limited right-of-way, quite a bit more efficiently. So, how do we plan on using our limited space more efficiently and effectively?

What are the values that drive the transportation vision? SDOT's values just there at the top are **equity, safety, mobility, sustainability, livability, excellence**. STP's priority goals are not so different from them They're pretty much the same: climate action, equity, safety, stewardship, which is maintaining the assets that we have already. And we've included in here again, livability and mobility, as well. And all of that is going to culminate into these plan elements. We will have a policy framework, our program and project needs. **We'll have performance measures, a prioritization framework, a funding strategy, and our priority investment networks.**

Where we're at right now: We're in this middle section of the planning process in the green. It's phase two, running from September to December of this year. I'll speak a little bit of the phase one of what we've heard in establishing our vision. And then, beginning in January, we'll transition into phase three, where we'll begin to prioritize the transportation network, all of the things that we're working on right now. How do we take a look at prioritizing, what to invest in first, and how we would pay for it.

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Address urgent challenges
as we come out of COVID

Values

Features

CE Note – bold added for
emphasis

Middle of planning process
– runs through December

Overview

Just a quick overview of what has happened so far in phase one engagement: Over the summer, we have engaged with a number of community-based organizations and community liaisons. All of them are being compensated for the collaboration and participation. So, really engaging community members who haven't been typically part of planning processes -- the Khmer community, Asian Pacific, American Labor Alliance, the Duwamish Valley Sustainability Association, all the way to the Department of Neighborhood Community Liaisons. We've partnered with them and given them the tools and capacity to be able to go out and do targeted events, targeted opportunities to connect with youth and elders, and do custom surveys, neighborhood events, and interviews with members of their communities.

Phase one outreach at a glance: We've had a number of meetings and briefings with community groups, boards like yourselves, interagency meetings, and transportation equity work group meetings. There were quite a few events we've done throughout the summer, a number of different festivals, markets, listening sessions. Again, all to get as much input from the community in different ways. Some of the things that we've heard so far: safety comes up over and over again as high priorities, safety and comfort for all ages and abilities, deprioritizing the automobile, connectivity and reliability, ease of use, the need to reduce emissions, equitable infrastructure, maintenance, calming traffic, etc.

Here is a map of where we received input from our interactive map process. It's pretty distributed across Seattle. We've had over 2,000 survey participants providing over 6,000 comments on a map, and over 1,700 different interactive map participants.

So, right now, we've just started phase two. You haven't seen it yet. This is your opportunity to hop into the Seattle Transportation Plan online engagement route. We'd like to know from you -- revisit the draft vision and goals and objectives. Do they feel right to you? It's an opportunity for you to give feedback on what future of transportation in Seattle you would like to see. We've got a menu of actions

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Outreach described

Map of interactive process

This is SFAB and public opportunity to engage online

that have been developed from phase one, and some of the actions that we should take to achieve our goals.

What's next? We're completing the public engagement summary from phase one. Phase two is currently underway. We're continuing to have community events and partnership with the community liaisons, and community benefit organizations to continue that outreach. Right now, this week, actually we're doing some network integration and scenario work. Chris Eaves was at a session yesterday. with subject matter experts, and internal staff, beginning to take the input that we've received and looking at the networks and how we can bring some maps to this group and other groups that we'll be sharing in early November.

I mentioned this menu of actions and the potential ways to achieve our goals. They've been inspired by the engagement in phase one. they're meant to be bold and to start conversations with the community about some of our choices. So, the 23 unique menu actions, and you will be able to see them in the online engagement hub. ***But, specifically for freight and package delivery, to manage curb space to meet community needs, and if there are more that we need to add specific to freight, please feel free to contribute those ideas in the online engagement hub.***

For upcoming milestones, in October we fully launched the phase two community engagement. We're working on completing our internal technical analysis, including the modal integration work and modernization tasks. In the beginning of 2023, we will launch phase three of community engagement, start working on a draft, and hopefully have a draft that we can publish in April for public review, and then by summer, transmit to the Mayor our recommended plan to City Council. There are different ways for you to get involved. you can email us at stp@seattle.gov. Give us a call. I would encourage all of you to take a look at the transportation online engagement hub. it's a great way to stay connected with this process and also share your thoughts. 206-257-2114

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Regarding freight

CE note – bold added for emphasis.

Summer 2023 transmit plan to Mayor

So, I will stop right there. One more plug for the One Seattle Comprehensive Plan update. Michael talked about that earlier. Please go check that out, as well. I think I've used up all of my time. Thank you so much. And if you have any questions, I'm happy to stick around for a few more minutes to answer them.

Don Brubeck: If the modal plans are merged into one, will the modal boards also be merged into one?

Radcliffe Dacanay: I don't know. That question, I think, has been swirling around. It remains to be seen how we'll continue to view these modal boards. For now, I believe, we're intending to keep separate modal boards that try to have conversations among the different modal boards more often.

Kristal Fiser: This is Kristal Fiser. I have two questions and I apologize, if you mentioned this, but on the engagement, do you know how many comments were made so far, and are we able to see comments that others have input?

Radcliffe Dacanay: You will be able to see some comments. You will be able to see some numbers. It's live, so for example, the menu of actions for even some of the -- it's live responses, so it's kind of like thumbs up, or heart, or thumbs down. So, you'll see engagement happening in that way. And then, there are some where you will be able to see some of the responses. You will also have a summary report of the phase one engagement, and see the bigger set of responses collectively.

Kristal Fiser: Thank you.

Geri Poor: I would like to speak out to the new board members, and say that Warren, Nigel, and I participated recently in a workshop on this, and I would encourage anyone to ask questions about freight that they have now. It's your first meeting, and if something isn't apparent to you, feel free to ask.

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Don Brubeck – will modal boards be merged?

Radcliffe Dacanay – not known

Kristal Fiser – how many comments and will we be able to see them?

Radcliffe – Will be able to see some comments as well as numbers. Also a summary report will be made.

Geri Poor – some participated in workshop – ask questions

Radcliffe – noting another opportunity for workshop

Radcliffe Dacanay: Geri, I'll just mention, too, that we are planning another opportunity for a joint workshop for board members from this board and the other boards to participate in November. So, if there are any questions about that. We'll have more maps at that time to work off of. It's an opportunity for all of you to engage in that process in person, as well, coming up in the next month.

Christopher Eaves: I'm going to remind us that the Comprehensive Plan also has public meetings in these next couple of months, so there are opportunities to provide input. Warren, I think I see your hand up.

Warren Aakervik: I'd just like to add on to what Geri said. She and Nigel and myself did go to the STP program. And it was pretty obvious that the people in the room don't understand that freight is for them. It's a public service. It's not just something where people are driving around to see if they can move big trucks around the area. But where freight is going and where it needs to go, and how it is involved with the jobs, the equity, and everything else has to be understood. I don't think it is well explained, because if it hadn't been for us three being there, I was really concerned that anybody would even have thought that freight was important to the community. So, make sure that the new board members get involved and bring to these organizations and these plans the need for freight for public service. It's the same as transit. We're just moving their goods to them rather than moving them.

Christopher Eaves: Does anyone have any questions at this point. Moving things on, I just want to make sure that we have an opportunity to get to some of the business that we wanted to take care and need to take care of. Okay. We'll let Radcliffe go, and thank you very much for your time.

Radcliffe Dacanay: Great. Thank you all, and I look forward to engaging with you more on the Seattle Transportation Plan. Have a great day!

MEMBER ELECTION DISCUSSION

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Chris Eaves –
Comprehensive plan also
has public meetings.

Warren Aakervik – attended
meeting. Need to
emphasize freight moves
are a public service. We are
moving goods for them.

Member Election Discussion

C.E. note – bold added for
emphasis.

Christopher Eaves: Thank you. *What I wanted to do is to take a moment or two to say that I have been the one moving this forward. It is really board members who should be doing this. To that end, it will be important for the board to elect a chair and a co-chair to help move things forward in the agenda, to provide us guidance, and so that the board is a public entity, not led by a liaison. I'm here to help provide information and took an active role today because we had such a great, large transition.* Given that, there are a couple of things that I want to do. First, note that this election will be amongst yourselves. You can perform this in any way that you please. I would suggest that you might want to speak amongst yourselves at the end of this meeting in order to be able to take on an election, rather than have a one-minute election. That means that you would look for a chair and a co-chair who would want to understand not so much that it is a huge burden, but it does require a bit of extra time outside of the board meetings, just for coordination, if nothing else. That being said, there is another item on the agenda that is a suggestion that previously, the November and December meeting times moved from two meetings to a single meeting in December in order to avoid holiday conflicts. This is a suggestion. I have seen it happen previously. So, I want to put that to the board members, also.

Dan McKisson: Thank you, Chris. I'll speak on the meeting part of it. We're a new board. We need to get up and running, and get everybody up to speed. We've got some issues that are coming up. We need to comment on Pier 46. There's an EIS out by the Coast Guard to take over some of that Terminal 46 and Terminal 30. Comments are due by December. Then we have the industrial lands issue. I think that may be out until maybe January, but I think this board needs to take on that. One of my questions is, are we going to be able to do anything by email, make some decisions by email? Or is every decision going to be made at the meetings?

Christopher Eaves: Boards meet as a public meeting. We would have to have quorum, and that would create a public meeting. So, we would need to have some form of a visual and open meeting. As such, it sounds like one of our

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Dan McKisson – Terminal 46 and Coast Guard comment letter – Deadline Nov 15th.

Chris Eaves – actions to move letter forward during November meeting

needs would be to at least have some time on November 15, which I believe is the third Tuesday, in order to have an action. So, I think what I'm hearing is that there is a desire to make a comment, which would require us to meet in November. So, I just wanted to note that, too. Then, it becomes a question -- and we're only doing this because we've members previously -- whether the December meeting, which occurs on the 21st, as a point we would potentially move to earlier in the month. It's something to consider. We could do that in November also.

Thomas Noyes via chat: (WSDOT) - For upcoming SFAB meeting topics: 1) I-5 Planning; 2) Virtual-Coordination Center (VCC). No hurry on these & it appears there a lot of other city actions/project updates. Just wanted to offer these for future updates - can be sometime in early 2023. Thx.

Rachael Ludwick: I think we need to have the November meeting. You mentioned that the director has two dates in December.

Christopher Eaves: He could make either December 6, or December 21.

Rachael Ludwick: So, that's why I was thinking about this November meeting, and the things to be accomplished in the December meeting in order to get in line with the director.

Christopher Eaves: Okay, so I'm hearing maintain our schedule.

Rachael Ludwick: We can make the December meeting earlier, rather than the 21st. I suspect that a lot of people would like to move it because of Christmas.

Board member: We could entertain a motion to move the December meeting to December 6?

Board member: Second.

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Thomas Noyes – Topics
offered from WSDOT

December 21st meeting
moved to December 6th.

Christopher Eaves: Okay, there's a motion on the table to move the December meeting to December 6 rather than the December 21 meeting. What I have is November 15 is best to meet with a focus on comment, and Dan, I will be following up with you.

Rachael Ludwick: Would it be helpful if someone would volunteer to make a list of what are the things along with the deadlines...(unintelligible). Does anyone want to take that on? (unintelligible)

Geri Poor: Kristal, I'm having a little bit of trouble hearing. I think you just asked if someone could create a list of what the upcoming due dates are. Is that what you said?

Rachael Ludwick: Yes. I'm Rachael. (unintelligible) If we could possibly have a list of what to consider in the upcoming months, along with the dates.

Christopher Eaves: As liaison, I think I can take on at least the original list. I believe we should all communicate via email so we can ...(unintelligible) ... and send it back out. And I can ...(unintelligible) the November agenda at once. I will take that one on as liaison. And at this point in time, I think we have a vote for a December 6 versus a December 21 meeting, and I am to start pulling in from others the list of comments so that we have our agenda built in November.

Board member: Are we going to have an election in November, or ...?

Christopher Eaves: We can note here that we are, and then anybody with interest, I'm suggesting that we can at the beginning of our meeting, vote. I am going to suggest that we do it by ballot, or we can do it openly, any way that the board desires.

Geri Poor: May I offer that the last time we did it, I think we were all in the same room, pre-Covid, and wrote names on a piece of paper and put it forward. That was one way we've done it in the past. I wonder if people would want to send you

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Interest in comment periods
and deadlines for various
projects

nomination before the November meeting, and perhaps, as you put together the agenda, you could let people know who has been nominated so far. And if there are more nominees at the meeting, you could take them then? If you think that's a good approach?

Christopher Eaves: I can.

Kristal Fiser: I would suggest, too, that if there are people who are interested, or people who have been nominated that are interested, it might, because there are so many new people who have not been interacting together, that if there are particular folks who are interested, that they may provide or be prepared verbally to provide why they are qualified for and want the role of chairperson and co-chair.

Christopher Eaves: Yes. I'm doing two things: Building a list for comment to help build our agenda for the November meeting; and taking in people with interest in a position for nomination, which I will also distribute out to our board members ahead of time. I believe that those are my notes at this point. I seem to hear everyone not objecting, so I believe we're at where we need to be at this first meeting with a very much appreciated new board. Thank you all for your time. If there's any other comment to make, please let us know.

Geri Poor: Hey, Chris, my last thing is I wonder if you might be able to share the slides that the City staff presented today?

Christopher Eaves: I will get them out. That is three items.

Dan McKisson: Dan McKisson here. I'd just like to thank Jeanne Acutanza, and the other previous board members. I worked with them for one term, and they were really good to work with. Jeanne, you put in a ton of work. I'm really appreciative. Thank you.

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Chris Eaves – build list for comment, build agenda for November meeting, get slides distributed.

Christopher Eaves: And yes to our outgoing board members. Thank you! If someone would care to motion for closure?

Board member: So moved.

Board member. Second.

Christopher Eaves: Ayes? Thank you all for a great board meeting with our new members. I appreciate it.

ADJOURNMENT

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Adjournment