**Seattle Freight Advisory Board Meeting Summary**

###### *Seattle*

###### *Freight*

######  *Advisory*

###### *Board*

Jeanne Acutanza, Chair

Geri Poor

Johan Hellman

Mike Elliot

Frank Rose

Dan McKisson

Kristal Fiser

Todd Biesold

Warren Aakervik

Kris DeBuck

John Persak

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution 31243

**Date and Time:** May 21, 2019

**Location:** City Hall Boards and Commissions Room L280

**Members Present:**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| [x]  | 1 | Warren Aakervik | [ ]  | 7 | Hal Cooper Jr. |
| [x]  | 2 | Todd Biesold | [x]  | 8 | Pat Cohen |
| [ ]  | 3 | Kristal Fiser | [x]  | 9 | John Persack |
| [x]  | 4 | Jeanne Acutanza (Chair) | [ ]  | 10 | Frank Rose |
| [x]  | 5 | Johan Hellman | [ ]  | 11 | Kris Debuck |
| [x]  | 6 | Mike Elliott | [x]  | 12 | Geri Poore (Port of Seattle) |

**Guests Presenters:**

Megan Hoyt – SDOT, E Marginal Way

Mick Schultz – Port of Seattle, Terminal 5 Redevelopment Project

Lindsay Wolpa – Northwest Seaport Alliance, Terminal 5 Redevelopment Project

Christine Wolfe – Northwest Seaport Alliance, Terminal 5 Redevelopment Project

**Public Present:**

Nicole Tucker – Pacific Terminals

Christine Wolfe – Port of Seattle/Northwest Seaport Alliance

**SDOT Staff Present:**

Christopher Eaves – Board Liaison

Treysea Tate – Assistant to Board Liaison

Cass Magnuski - Transcription

1. **Welcome and Introductions**

Board Members and Attendee introductions on the call

Welcome to John Persak – first month on the Freight Board.

1. **Public Comment**

NONE

1. **Approval of Minutes**

Approval of previous meeting minutes will be deferred.

1. **Announcements & Chair’s Report**

NONE

1. **2019 Freight Plan**
	* High level budget: $1.5M expected budget reduced by previous expenditures and approximately $150,000 for hidden conditions.
	* Levy Oversight Committee has not yet met with Freight Board; we have managed to get to achieve goals and provide outcomes as proposed thus far.
	* House Bill: Opt-in for inspections within First-Class Cities
		+ Requires Council review and approval
	* Tunnel Transit Lane
		+ UW Freight Lab is reviewing if we can continue a combined freight/transit lane
	* Pioneer Square Load Zones
		+ Locations are expected to change by 100-ft or be lumped together
		+ 1st Avenue is signed for restricted right turns and loading less than 10,000 lbs.
		+ Inspectors are finding mixed results; some areas are in good shape and loading zones may continue.
		+ Local businesses will likely expect tweaks with final changes expected in August.
			- 1st, 2nd and 3rd between Main and Jackson will likely be restricted to 10,000 lbs.
	* Food Rescue as equity work for local freight industry.
		+ Tracking how various food rescue associations do their work; UW Freight Lab has been asked to review their supply chain.
		+ 2019 funds for this will likely move to 2020
	* Wayfinding
		+ Wayfinding system is under development
	* Truck Parking
		+ Project identified under the Safe & Swift Agreement
		+ Identified S Spokane Street and E Marginal Way location
		+ SDOT to gain input from ILWU to better understand parking needs.
	* UW Urban Freight Lab has been extracting counts from video – more accurate truck classifications (refrigerated foods, service vehicles, etc.);
		+ This data presented at the UW Urban Freight Lab meeting last week shows vehicular behavior on particular roads and at particular times.
		+ Weekends have not been as thoroughly evaluated.
		+ Study will determine “Congestion Pricing”; will assist in obtaining grants for further analysis.
	* Freight Goods Transportation System (FGTS)
		+ Collate and review data for type of trucks and loads on particular road segments.
		+ 140 segments captured
		+ Increases our eligibility for additional grant funding
	* Railroad Inventory / Assets
		+ Catalogue all crossings for asset database that will provide connections to advance warning signage, pavement markings and crossing surface maintenance
	* 14th Avenue S and S Cloverdale Street
		+ South Park project adjusting intersection striping to assist larger vehicle turning movements.
	* NE 50th Street and Latona Avenue NE
		+ High friction surface treatment, all vehicles; part of a larger project
	* Clay Street and Alaskan Way
		+ $250,000 pedestrian ramps and sidewalk improvements for ADA compliance; expect complete Q3
	* NE 80th Avenue and Banner Way NE – this work is substantially complete
		+ Area nearest the NW corner has been widened to accommodate truck turn movements.

***SFAB Comments / Questions:***

Is the FGTS data being integrated into project plan reviews to allow deeper analysis?

 *This has not been done yet but is a great suggestion and can happen.*

Will the FGST data have any effect on Terminal 18?

*(Port of Seattle reply) There is a very robust multi-agency, WSDOT-lead effort around the viaduct. Pre-viaduct closure and post-tunnel opening data is or has been collected. No data on tolls yet. The Port has voiced concerns and theoretically, adjustments may be made.*

Board/Aakervik would like to see the intersection of 15th Avenue W, Elliott Avenue W; Mercer Mercer evaluated – there is significant traffic just to get to that location.

Board/Cohen commented that there are several cases where right lanes end without warning – would this be a part of Wayfinding?

Will Pioneer Square load restrictions entirely restrict the center lane?

*No. The center lane contains streetcar stations that will eventually move, but there will be a block and a half where no vehicle over 10,000 lbs. can move.*

Will these load restrictions remain in place until fixed or is there no plan to fix it?

*Yes, this will drastically change movement for any large vehicle. The situation has created a health and safety issue – lightest City garbage collection trucks are 48,000 lbs. Right now, only mitigation strategies are in place.*

Port/Poore is hopeful that the placement of the Clay Street Curb ramps align with the flow of cyclists

1. **E Marginal Way Project, Update – Megan Hoyt, SDOT**

Follow-up to December 2017, pre-30% design SFAB presentation

Presentation graphics shared on-screen for meeting participants joining online.

* Achieved 30% design which allows for grant applications
* Project goals are fright goals
	+ Rebuilding road to improve mobility and access
	+ Separate trucks from bikes and pedestrians
	+ Levy limits – Atlantic Street to Michigan Street – very long corridor
		- 80% of project costs are for pavement reconstruction between Spokane St and Atlantic.
		- Pavement reconstruction design to meet 50-year useful life
	+ SPU will also be replacing an aging water main
	+ Two-way protected bike lane
	+ Signal reconstruction and railroad track relocation at S Hanford St.
	+ S Horton gets a new traffic signal
	+ Billed as a multi-modal project
	+ Original projected costs ~$40M-$49M; likely $60M now with all segments.
		- There are timeline obligations to some of the funding
		- Half of the funding is preferred spending for 2023-2025
		- FHWA funding through SRC and TIV are specific to the protected bike lane and cannot be used for railroad construction
			* SRC monies are designed for 2021 construction start
			* TIV monies are designated for design in 2019, construction in 2020
	+ Without all the funding, SDOT believes we can move forward with a phased approach

***SFAB Comments / Questions:***

Is the signal detecting?

*Yes. Should the railroad tracks be operational, SDOT would like to tie the gate arms into the traffic signal.*

What is the funding that is currently in place? And then what would your funding goals be?

*Phase I Spokane St is ~$50M; we currently have ~$16M; looking to score an additional ~$15M in grant funding*

Is that ~$50M for the entire project or just a portion?

*Just the portion of the project between Spokane and Atlantic – including design and construction but not the SPU watermain replacement. SDOT is looking at funding partnerships with SPU and any other local monies.*

Give us a sense of the costs between the first and second phases.

*South of Spokane, costs are considerably less. Bike lane, some asphalt paving.*

There is a chokepoint at E Marginal Way and Hanford/Horton for access to Terminals 18 and 30, especially 30 and 46 from the W Seattle Bridge/Spokane Street viaduct. Terminal 30 is expected to get busier

Is there a timeline? When is it a good time for you to return to inform us of grant updates?

*Likely Fall 2019*

How much of the $60M is coming out of the bicycle plan?

*None of this was programmed from the Bicycle Master Plan; this project was not on it. They can maybe give us design funds. None of the mobility plans contributed to what the project is supposed to be and it was just given $5M of Levy monies.*

Who is funding the SPU watermain replacement?

*SPU will be paying for all work associated with the water main. This work is not included in the $50M. SDOT street restoration is included, but the additional traffic control, contaminated soils, will not be.*

Is this optimal project phasing?

*If the project received full funding, then SDOT would want to design and build all of it at once. SDOT does not want to do a phased approach, but funding is requiring we do so.*

How many miles is it?

*1.3 miles*

1. **Terminal 5 Redevelopment – Mick Schultz, Port of Seattle**
* Northwest Seaport Alliance/Port of Seattle wishes to make Terminal 5 big-ship ready
* A similar project has happened at the Port of Tacoma
* Berth modernization project
	+ Rehabilitate the dock top to handle loading from new dockside gantry cranes
	+ Installation of crane rails, larger rail gauge
	+ Improve power supply and storm water system
	+ Deepen the berth
		- Dredging near the pier and underwater slope stabilization
	+ Permit and lease obligations
		- Traffic permit conditions
			* + Communication, public outreach with each milestone.
				+ T-5 access bridge was determined to be capable of handling a third lane of truck loading; bridge will be re-channelized to accommodate third lane and T-7 neighbor’s facility access.
				+ Tenant required to provide “Gate Queue Management Plan” to prevent congestion and improve safety; draft complete – tenant to update periodically.
				+ Traffic signal improvements (signal heads, controller upgrades, communication fiber, etc.) along Spokane Street corridor; at Hanford Street for access to the rail yard; interconnect to alert drivers to rail crossings blocked by trains.
				+ Signal coordination with SDOT Operations
				+ Tied to occupancy permit conditions – expect in place by 04/2021
			* Railroad Quiet Zone; coordination between SDOT and FRA
			* Stormwater program – basic, general good practices.
			* Noise implementation plan with tenant; noise hotline for community concerns; Port and tenant will be required to respond
			* Air Quality MOU with the Puget Sound Clean Air Agency; tied to City MUP, includes air quality management plan
			* Requiring tenant to use Tier 4 Cargo Handling Equipment (emissions)
			* Work with ships to “plug-in” if capable
	+ Two-phase construction
		- Permits have been issued; construction bids have been received
		- Phase 1 – June/July 2019 through mid-2021; expect groundbreaking in July
		- Three periods of under in-water pile driving – specific fish window restrictions
		- 1st pile driving period will be 08/15/19 through 02/15/20 (fish window)
		- New cranes will arrive in January 2021
* Matson Navigation has moved into the terminal (first vessel arrived on 04/26); construction will take place around them for a time.
* Matson’s cargo volume is going to be less than 20% of the volume of the previous container operation (international) that was there through 2014.
	+ About 200-truck trips; one weekly vessel call, Friday stretching into Saturday.
* Matson does not use the intermodal rail yard; currently no noise from the railyard
	+ There will be some noise from vehicular reverse movement alarms; newer reverse move alarms on equipment per City MUP requirements.
	+ Matson will move out (03/2021) and an International carrier will move in (04/2021) and perform operations from the north berth
* Additional short-term OOCL operations move from Terminal 18 to Terminals 25-30 (two-international carriers); to accommodate MSC and Maersk (the “2-M”) move to Terminal 18, north berth
* Terminal 46
	+ North 3rd being explored as potential cruise ship berth
	+ South 2/3rds will remain under Northwest Seaport Alliance management and will be marine cargo.
	+ Foss Maritime may move over from Terminal 5 as Matson and construction gets busier.
* Once construction is complete, both the north and south berths will be operational.

***SFAB Comments / Questions:***

How much shore power is required for refrigerated cargo?

*Unsure of percentage, comparatively high percentage at that terminal. Shore power would need to be adequate to power all the ships electrical systems. Port has been partnering with SCL to deliver sufficient power to all the new tenant requires and for ships coming in.*

During the electrical upgrade construction, will there be demolition within the area that encompasses any Pacific Terminal Street Use permitted area/Hinds Street? It appears that work goes right through it.

*Port/Alliance does not have answers to that now; but given your proximity to the work, there should be a conversation. No details regarding construction or the contractor have been announced and fine details are being settled.*

Is April 2021 when the intermodal trains begin running?

*Yes, at the earliest*

Do we, as industrial neighbors to the project have until 2021 before the Quiet Zone and the crossing closures go into effect?

*There are significant factors involved and considered with Quiet Zone establishment: advance safety systems designed to address specific traffic and modal issues at the location. It is not the railroad or SDOT that makes the final call, that is the FRA.*

Will an increase in rail traffic at Terminal 5 have an impact on the mainline Spokane Street? Board members note that there are already significant issues due to the convergence of the off-ramps - NB 99, the WB Spokane Street and the flyover bridges.

*If train traffic moves north, traffic is predicted to show south of Spokane Street, east of Colorado, 1st & 2nd Avenue areas.*

The Port of Seattle signed an agreement with the City of Seattle in 2017, in sequence with the corridor agreement.

Two of the key corridors (E Marginal Way and S Spokane St) have improved but have need of further improvement.

1. **Good of the Order – All SFAB Members**
* Board Chair/Acutanza asked about efforts of bringing new blood to the Board.
* Some interest expressed in the presentations of the Magnolia Bridge concepts, West Seattle traffic with T-5 operations increasing, Ballard freight data, T-5 night terminal operations effect on traffic congestion and use of the T-5 flyover
* Concern expressed over the E Marginal Way Bike lane project, its proximity to trucks; sufficient travel lanes and widths.
* Continue updates on Pioneer Square loading zone restrictions; potential walking meeting to review locations.

**Adjourn**

11:30 AM