

## January 18, 2022 Meeting - Seattle Freight Advisory Board

### Topics covered included:

This meeting was held: January 18, 2022, 9:00-10:30 a.m., via Webex

**Board Members:** Jeanne Acutanza, Geri Poor, Johan Hellman, Mike Elliott, Warren Aakervik, Johan Hellman

**Public:** Thomas Noyes, Holly Krejci, Megan Kruse, Don Brubeck, Ryan Packer, Claudia Hirshey, Rachel Ludwick, Jim Holmes, Eugene Wasserman

**Staff:** Christopher Eaves, Geoffrey Wentlandt, John Marek, Cass Magnuski

**Attending:** 19 (All via Webex)

**Christopher Eaves:** I think we can get ourselves set up for introductions. I don't see Jeanne Acutanza at the moment, so I think we can introductions.

### INTRODUCTIONS

**Jeanne Acutanza:** Thank you. I just want to know if anyone has any announcements before we get started? I see a couple of people, like Thomas Noyes, and Jim Holmes, who haven't been introduced. Any other announcements? I don't think we have any approval of minutes at this time. Is that right, Chris?

**Warren Aakervik:** I have a couple of announcements and I don't know where to put it. But, in the future if it's at all possible, it would be great if the board could look at potential candidates to go onto the board, since it's just a unique -- I mean, a lot of people are pedestrians, ride transit, ride bikes, and everything else. It's a very unique board, and we really are an active board. And as Kshama

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SFAB Meeting opening,  
Attendees, Introductions.

Warren Aakervik asks about  
SFAB recruitment

Sawant so rightfully said a while back, that we really need some truck drivers in there, and we need people who are on the administrative side that understand the bureaucracies we deal with. I think it would be great if we could actually take a look at the members who have applied, not that any of them wouldn't be any good, but it's a lot to expect of 12 people to know all aspects of what it takes to move freight in and out of the City, especially in the maritime industrial areas. If there is some note we could put out to the boards and selection committee, that would be great.

**Jeanne Acutanza:** We've been interviewing some folks who are fantastic. Chris told us at our last meeting, too, that December was a really busy time for the Council, and maybe January would be a better time. We do have some folks in the hopper that we think were all fantastic to be on the board. Correct me if I'm wrong: We also invited them to attend to gather information.

**Christopher Eaves:** Yes, two updates on that. One, we did invite the prospective board members to attend. I was hoping we would see at least one or two. And I did know that some were not able to make it. We have submitted good member names to Council. Their transportation meeting was supposed to be today in about 20 minutes, but it is cancelled. Our next opportunity is in February. Ironically, at the same time as the freight board meeting. So, it may be that I'm here with you next month, or someone else is, while we're taking care of some background business.

**Warren Aakervik:** Maybe City Council should have its committee meeting at the freight board so we could talk to them.

**Christopher Eaves:** I'm sure they have a number of things that they've been working on.

**Jeanne Acutanza:** Chris, there are a couple more people here who I think should introduce themselves.

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Jeanne Acutanza notes she has been part of the interview process for new members

Chris Eaves notes Council Transportation meeting was cancelled – and the Council meeting overlaps normal SFAB meeting times

Additional Introductions

**Christopher Eaves:** Okay, let's introduce John Marek.

**John Marek:** Hi, I'm John Marek. I'm with SDOT Transportation Operations Division. I supervise a team of plan reviewers and so when projects are going through SIF or capital projects are going through review and they get routed to our Transportation and Operations Division, my team then reviews those plans to make sure they are in accordance with any requirements or guidance that we want to provide.

**Christopher Eaves:** My apologies, but Rachel has put some information into chat. But, say hello!

**Rachel Ludwick:** I am Rachel Ludwick. I am a North Beacon Hill resident. I am an applicant, and I follow a number of advisory boards. Thanks for having me on.

**Christopher Eaves:** Great.

**Jeanne Acutanza:** Perfect. So, without further ado, I think we are really excited to hear Don's presentation. I'm going to queue that up. Why don't we let him present, and then I think we will have a lot of time for questions.

#### **PUBLIC COMMENT**

**Don Brubeck:** Are we doing public comments now?

**Megan Kruse:** Is there anybody else, or just me?

**Don Brubeck:** I would like to, also. This is Don Brubeck.

**Jeanne Acutanza:** Why don't you go ahead, Don, and then we'll go to Rachel.

#### **INDUSTRIAL AND MARITIME DRAFT EIS**

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##### Public Comment

Don Brubeck – noting backlog of minutes and postings to SFAB board as far back as July 2020. This is second public comment regarding the backlog

**Don Brubeck:** Thanks. I would just like to repeat my request. That's two public comments. My request from last November that you approve your meeting minutes and post them publicly. It's been 17 months now since the freight board has posted its minutes. All of the other boards stay up to date. It's a requirement of the State's Public Meetings Act. It's the secretary's job that each board should make that happen. I've obtained drafts and transcripts of your meeting minutes, and I see repeated comments from other people, stakeholders and the public are not getting the message from the freight board. And I would just like to suggest that you could help that out by not operating in the dark with those obligations. My second comment is that I see in those minutes repeated discussion about the Streets Illustrated manual, the City's right-of-way design manual, that it doesn't include enough freight movement of large vehicles on major truck streets and intersections throughout the City. I think you could really do something about that. The Freight Master Plan has design guidelines in Appendix "C," which is excruciatingly difficult to find online. It takes negotiating through resource documents. When we did that, it seemed like it should be included in the Streets Illustrated manual directly, and it's not. You could ask SDOT in the next revision to include Appendix "C" design guidelines for freight directly in that manual. It would vastly improve it. Thank you.

**Jeanne Acutanza:** Don, thanks for the comment. We've asked the same thing, and also reconciliation with people. We understand also that these are moving targets, and we want to have some input into those documents as they evolve. So, that was a great comment. Thanks.

**Don Brubeck:** It seems like it's basically a housekeeping thing, because it's actually referenced within the Streets Illustrated manual. You just can't find it.

**Jeanne Acutanza:** There are a couple of things. There's a design checklist that we always hope at the beginning of every SDOT project, that they refer to that, and then refer to all of the design standards that are identified as a truck street. Those are some of the things that we're hoping for in this next version of the

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### Public Comment

Don Brubeck – noting backlog of minutes and postings to SFAB board as far back as July 2020. This is second public comment regarding backlog.

Additional comment regarding repeated discussion regarding Streets Illustrated and lack of guidance regarding freight vehicles. Freight Master Plan has design guidelines in Appendix C but is hard to find. Could ask SDOT to include those in next update.

Multimodal Transportation Plan. Thank you so much for your comments. And as far as the meeting minutes, we're working with staff and we take their time and energy to get the meeting minutes to us. We've gone through a version of do we have every comment that was made, or do we try to sort and elevate the topic. We've gone around and around with that. I know it's been a challenge for all of us. I appreciate the comment.

**Megan Kruse:** Thanks, Jeanne. As I was saying earlier, I'm a downtown resident of 38 years. I live on 3rd between Pike and Pine in a 100-year-old building without loading internally. And so, I've always been fascinated by the challenges we face at the curb and how we use it. And, increasingly since the pandemic, and even before that, we have seen urban freight really growing. Amazon deliveries, etc., food deliveries. And in the last four years, I have analyzed new tower high rise designs in a two by four block area. And I've come to find that most of them don't have adequate loading. And we aren't really doing anything about this, as we're taking away curb lanes for bus lanes, and transit. So, I have put together, at the same time I'm studying this -- the University of Washington has been a great resource. They recently came out with a study with empirical evidence. They studied UPS drivers in the same area. And they can highlight by block how many extra minutes they have to spend circling the block for parking. They spent a quarter of their time to begin with doing this. It goes from four to up to 18 minutes, depending on the block. So, it's a huge problem. I think we all know that, but the problem is that nobody is really talking about it or doing anything about it. And you go to design review, and they really are uncomfortable. So, it really is something that might be better generated from this body. And we've got the great opportunity coming up, with the master plan, transportation plan, that's going to be put together. But, in my work, I decided to put it all together in one presentation. And when I saw that you were going to be discussing spot freight -- I don't know what that is; I guess I'll find out -- I'd give it to Chris, and I would like him to distribute it to the board. And, if you're interested, I would be happy to present it at a future meeting. But I'd like to just get something going, even if it's just support for the alleys, loading berth, and solid waste amendment. But it's now two years old. It was supposed to have been

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### Public Comment

Megan Kruse – Asked for a presentation slide desk (provided to Chris Eaves) be sent to board members.

Deck included University of Washington Urban Freight Lab research.

Offered to present at a future meeting.

Noted that alleys, loading berth, and solid waste amendment has not been implemented.

implemented two years ago, and we don't know what has happened to it. So, I guess it's just raising this issue and wanting to be part of the discussion, and to get your opinions on this. Thank you.

**Jeanne Acutanza:** Thank you. You've probably heard from Chris that this is currently something we've talked about. And the discussion we had that all of these alleys exist, and that's adequate, so we don't need the loading space on those streets. That kind of gets our dander up.

**Megan Kruse:** Even if they don't look at it, it just sort of gets passed. The presentation is Urban Space and Design for Density in Commerce. Get it at christopher.eaves@seattle.gov.

**Jeanne Acutanza:** Chris, did you have a comment?

**Christopher Eaves:** I have two notes. One, Geri Poor does have her hand up, too. Megan, I did see your email, and I haven't had a chance to respond to it. So, I'll get that distributed to the freight board members. And thank you for being here. Geri?

**Megan Kruse:** You're welcome. Thank you.

**Geri Poor:** Thank you for your patience. I would like to take a moment just to have a conversation about the prior testimony. Actually, I want to thank Megan Kruse for her testimony also. And then, thank Don Brubeck for bringing this forward. I was intrigued and surprised to hear it. It sounds like other boards take this action by themselves. And we have talked among ourselves about the minimal resourcing of the freight board with a staff, and felt like we were behind on our minutes and that kind of thing because of that. I heard a reference to a secretary being responsible for it. I don't think we have a secretary. So, I just wanted to understand if this is something that the board is supposed to act on, or if in fact it's an SDOT issue. Could I put Chris on the spot about that?

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Presentation is

Urban Space and design for Density in Commerce.

(Chris Eaves comment outside of minutes... presentation emailed to board members 1-18-2022)

Geri Poor – comment about Don Brubeck and discussion of minutes.

Noted other boards take this action themselves.

Asked for Chris Eaves' input

**Christopher Eaves:** The boards operate in a couple of different ways, and there is a secretary position on other boards. We had tried it previously, but it had not been successful. In terms of bringing it onto staff. It could run to transcript; we've been asked to perform minutes, which boils down to a 20-odd page set of notes into the bullet form. And that has been, at times, challenging, working to get that and other matters taken care of in the course of the day.

**Geri Poor:** I totally get that. It sounds like on the bike board perhaps it's done differently.

**Jeanne Acutanza:** Any suggestions, Chris? I know we've seen a couple of versions of meeting minutes, and we haven't acted on them because -- I mean, is it something we could help with, or ..?

**Christopher Eaves:** It could be something. It is an investment in time. I am hesitant to give it up. I would be wanting to make sure that someone understood that it is several hours worth of work. And we have a number of new members coming on. I'm wondering if we can't bring them on and get a clear idea of who may be part of having that interest. I'm not saying no. That would be very helpful. Perhaps that would be something of interest to them.

**Jeanne Acutanza:** Cass is here, and she transcribes everything we say. Is it taking, and sorting and sifting through all of that? I'm wondering if we could find someone who would volunteer to do that. That sounds like a lot of work. Or maybe there are other ways that boards do it a little bit more efficiently. I'm just not sure.

**Cass Magnuski:** May I interject? This is Cass. if you take the minutes as I give them to you, and bold them. Highlight the important things. I don't really know, always, what is important for you guys. So, I shouldn't be the one to do that. But, if you just embolden things and then post them as is, that would save you a lot of time.

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Chris Eaves- boards operate in multiple manners.

Jeanne Acutanza - Request for suggestions and how to help

Jeanne noted Cass Magnuski (transcriptionist) is here and asks for suggestions.

Cass Magnuski – Bold the important points in the transcript offered. It would save time

**Christopher Eaves:** Ah. That's an excellent thought.

**Jeanne Acutanza:** Would that meet our needs? Is that something that other boards do? I guess that's another question.

**Christopher Eaves:** I can bring this up as part of our liaison's meeting, and see if we're doing this properly. That would certainly be a time-saver.

**Warren Aakervik:** A question I have for Don Brubeck is do they have a person who is staff from SDOT, or do they have just somebody on the board who does the secretarial work>

**Don Brubeck:** Warren, I think that changes from time to time. When I was the secretary, what we did was have people take turns being the note-taker at the meetings, so that it was a shared responsibility that you only had to do once every six months or so. And then, as the secretary, I would take whatever notes they came up with and turn that into meeting notes that got distributed for corrections and additions to the attendees, including the presenters, and polish it up and then send it to the City's IT person to put up on the web site. I think right now, the board actually does have someone doing note taking, their staff liaison. I know it has changed from time to time. When I was secretary and responsible for doing it, it was like herding cats some of the time, because some people are really great note takers and others are not. I know after I was on, a board member who was secretary took notes directly during the meeting, and just got those out quickly. I don't think they've ever had a transcription or recording the way you guys are doing it. And it may be different at the Pedestrian Transit Board, too. There are lots of ways to do it, lots of ways to skin a cat. But it's important that it be timely. Otherwise, your message is just out there in limbo, kind of, and nobody sees it.

**Warren Aakervik:** Great. Thanks.

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Chris Eaves – will bring up at next liaison’s meeting as it sounds like a great timesaver.

Don Brubeck - notes previous challenges and changes to how minutes have been taken at Bike Board. Not known how other boards manage this task.

Also noted that it’s important to be timely otherwise the message is unseen.



**Jeanne Acutanza:** Thank you. Are there any other comments? Okay, i think we should move to Jim Holmes, and apologies for being a little bit behind, but thanks for being here.

## **INDUSTRIAL AND MARITIME DRAFT EIS**

**Jim Holmes:** Thanks, Jeanne. I'm here to talk about the Industrial and Maritime Draft Environmental Impact Statement, with my colleague, Geoffrey Wentlandt. Today, we're going to talk about the planning process that got us here. the land use concepts that we're studying and the alternatives themselves. I'm talking about the topics studied in the draft EIS, with a little bit of focus on the transportation topics. And I'm talking about submitting a draft EIS.

The Industrial Maritime strategy was developed through an advisory council process convened in November of 2019. In May or last year, 2021, they approved a strategy that actually consisted of eleven strategies addressing land use, transportation, public safety, in work force development. The draft EIS focuses on the land use strategies. There was additional engagement alongside the advisory council process where we reached out to BIPOC youth, other interested organizations. And if you go to our web site, we've also recently completed a series of industrial business profiles, a kind of educational thing for the public. it talks about this is what happens in our industrial lands, and why we need them. The EIS for the land use recommendations is one implementation action. Also, the Council included some budget items related to implementing other elements of the strategy, including workforce training, and creating an infrastructure fund. And that EIS, as I said, is about evaluating potential land use changes.

I know a lot of you know this, but for some, this is new. This is the EIS process. So, last summer, we had a scoping period. It was 30 days. It ran from July 8 through August 9. Once concluded, we prepared a draft EIS after revising the scope of EIS and the alternatives, accordingly. We released the draft EIS on December 16 and issued a 45-day comment period. We've received requests to

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Presentation: Industrial  
Maritime Draft EIS

Jim Holmes –

Process began/convened  
late Nov. 2019

In May 2021 approved a 11  
point strategy focusing on  
Land Use.

Also reached out to BIPOC  
youth

The EIS is about evaluating  
potential land use changes.

Scoping period noted

Comment period opened  
Comment period extended  
to March 2, 2022

extend that comment period, and we have, until March 2. We hope, following the close of the comment period, to prepare a final EIS and have it ready for release in the spring or summer. It's probably going to be summer, with proposed legislation to implement the recommendations.

**These are the land use concepts that would replace existing industrial zones. The first one is the maritime manufacturing logistics zone, which is to strengthen established economic clusters, check economic and diversity opportunity. Most of what is presently in the industrial general one and two zones would be in this zone. We have the industry and innovation zone, which is to spark modern industrial innovation and capitalize on major transit investments. It's really focused on those areas that are currently zoned industrial/commercial, and the areas around the four future transit stations that will be in our mix.**

**And finally, the urban industrial zone, which is to foster vibrant districts, support local manufacturing and entrepreneurship. This is a zone that is in transition from the core industrial areas to the non-industrial areas of the City.**

So, we have these diagrams that kind of illustrate where these zones are to be located and work.

**Maritime manufacturing logistics** is where we take advantage of historical investments in industrial infrastructure. That's Port facilities, rail facilities, freight networks. And other aspects of the proposal, including limiting how often land can be removed from mix to major updates, help ensure long-term predictability that allows existing businesses the confidence to reinvest on site.

**The industry innovation zone:** This is a concept diagram that's based on the transit station approach. So, here you see the Light Rail Station, and you see taller structures around it. The grey portions of these buildings are the industrial portions, and there is a central system. By building modern, bona fide industrial

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Comment period extended to March 2, 2022

Land use concepts and diagrams noted.

Maritime Manufacturing Logistics

Industry Innovation

space, each floor will allow a certain amount of commercial space to be built above that. The intent here is we were really struggling with how do we accommodate these new transit stations. There was a lot of pressure, and all kinds of TOD. This is really an industrial TOD. We're focused on employment. So, no housing in this concept, but dense employment.

**And finally, Urban Industrial zone is that transitional zone. The urban villages or non-industrial areas has a finer grained field to it, with smaller spaces for manufacturers, makers and craftsmen.** Think of the brewery district in north Ballard. This also looks at a couple of the alternatives. the expansion of the existing caretakers and artist studios, provisions for industry supporting housing, housing for people with some connections with industrial activity, be it the owner, someone who works there. So, that's what you see in this diagram. The grey portion below is the industrial area, and above it would be the additional (unintelligible) units.

When we talk about an EIS. we are going to study the impacts of a range of alternatives. This allows us to compare them and understand the policy trade-offs. They are compared against what exists today, the no action alternative, and we have three action alternatives, the increase in change that they bring to the area so we can understand what the changes are. So, this is the existing condition with no action, alternative one, 90 percent of the land is in the industrial general zone. Five percent is in the industrial commercial zone. Five percent is in the industrial buffer. This alternative will rely on existing zoning and land use policies. No increase in residential users, other than currently permitted for caretakers and artists' studios. Today, lodging is forbidden in the stadium district.

The first action alternative is the **limited future industry alternative**. And in this one, maritime manufacturing (unintelligible) zones, replaces most of the IGs, about 89 percent of the total land area, industrial land area. The industrial innovation zone is about five percent. This applies in the IC areas and within a quarter of a mile of the transit stations. So, you see that showing up here, the SODO station, and there's a sliver of it in north Ballard. And then, other industrial

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### Urban Industrial

EIS will study a range of alternatives (4)

1 - No Action Alternative (Slide 10)

2 - Limited Future of Industry Alternative (Slide 11)

zones, about six percent of the land area. No changes of housing allowances. And still no lodging allowed in the stadium district.

Alternative three: Targeted feature of industry has less maritime and manufacturing logistics zone. Still, overall, the majority of industrial land is in that category. The industry innovation zone increases to seven percent. And we're applying that now within a half mile of transit stations, generally, not in every alternative. As you can see, we're got more around SODO, but we don't have any in Ballard in this particular alternative. You see the Armory site is also in this category. And then seven percent is urban industrial. So, all of the area north of Leary Way becomes urban industrial. The north shore of Lake Union; the stadium district is urban industrial, and there are buffer areas around South Park and Georgetown. This alternative also removes focused areas of land in Georgetown and South Park from the manufacturing industrial center, and places them in a mixed-use zone. This was consistent with neighborhood goals as we heard them. And it does permit lodging in the overland district.

One more point we can make on this: We also relaxed the provisions for the caretakers' units that would allow in total about 600 additional growing units over what would happen today under current provisions. So, that upper end alternative expanded patch of industry, 86 percent of the land is manufacturing and maritime. And the industry innovation zone is eight percent. So, you see that in a much bigger footprint a half mile from the station. You see that in Ballard at about 14th Avenue. You see it in the Smith Cove area. Dravus is still open industrial. This also remains the same focused areas of land for Georgetown and South Park in the MIC, and it permits lodging near the transit station. And this alternative relaxes permissions further to allow for an additional 2,000 units.

This area is looking at the impacts of growth to the year 2044. The year was chosen because that is the same horizon year for the major update of the Comprehensive Plan of the year 2024. So, the growth we're talking about, if nothing changes, by the year 2044, we would expect to see an additional approximately 23,000 jobs in the industrial areas, and 73 dwelling units. Under

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3 - Targeted Future of Industry Alternative (Slide 12)

Note: Relaxed provision for 'caretaker' units, adds +/- 600 units

Outlook to 2044 to match Comprehensive Plan

alternative two, by the year 2044, we expect 34,000 houses and 80 dwelling units. Alternatives three and four have quite a jump in employment, with alternative three having about 57,000 new jobs.

In alternative four, 59,000 new jobs. And the total number of dwelling units increases in alternative three to about 610, and a little over 2,000 in alternative four. These alternatives also include other land use policies, limiting removal of land or changing boundaries for the mix, to major updates on the current Comprehensive Plan or after the comprehensive City Light study of industrial lands. It also includes provisions that would insert these new zones into the Comprehensive Plan. Also, alternative four would also allow for expanded sports practice facilities.

Studies in the draft EIS: We studied soils and geology, air quality, gas emissions, water resources, plants and animals, contamination delays, light and glare, (unintelligible), transportation, archeological and cultural resources, public space and recreation, public service and utilities. So, for people who are not familiar with reviewing a draft EIS, this is how it's organized. The first chapter is the summary chapter, which has an overview of all of the elements of the alternatives that we studied, and all of the elements of the environment that we studied. It summarizes their impacts and potential litigation strategies. Chapter two is a detailed description of the proposal and the alternatives. Chapter three has the detailed analysis of each of the areas of the environment that were studied. Chapter four is acronyms and references. And chapter five is appendices.

A lot of times I recommend that people -- it's a 700-plus page document -- that they start with the summary. And as they read the summary, those areas that they really want to dive into, go to chapter three to read. I've given you some very high level information on how we did that, help us to analyze, for travel time on key corridors, share the impacts of screen lines, the transit load factor, active transportation, parking and safety. We identified a number of mitigation strategies, including select mitigation measures, include implementation of the

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4 – Expanded Future of Industry (slide 13)

2,000 additional dwelling units

Note: Comparison Chart provided in presentation (Slide 14)

High level review of EIS by chapter

Freight Master Plan, speed and reliability improvements, including truck only lanes, and freight and transit lanes of 15th Avenue West, truck detection and signal priority, geometric improvements at intersections, and location-specific mitigation measures on 15th Avenue West, between Magnolia Bridge and Leary Way, and West Dravus Street, between 15th Avenue West and 20th Avenue West.

To recap the process, we held a scoping last summer, are currently in the comment period for the draft EIS. It would be helpful to have your comments by March 2. Final EIS will follow that in three or months and proposed legislation will follow that. Your suggestions about effective EIS comments will help us make this a better EIS. Let us know if there is additional analysis that is needed that we missed. Let us know, please, if there is incomplete information or incorrect information. If you have ideas about how the alternatives can be modified or improved, that would be great. And finally, if there is potential litigation strategy that we haven't identified, that you think might be useful, please share your ideas with us.

So, finally, we have a web page with a wealth of information. It has the EIS on it. It has a story map that helps you access different chapters of the EIS, and gives an overview of the project. There is also an executive summary. You can find a copy of the industrial maritime strategy that the advisory committee approved. There's an awful lot of information.

With that, that's the end of the presentation.

**Jeanne Acutanza:** Thanks. I'm going to open it up to questions. I'm sure there are many. That was very helpful, and I intend to drill into it and read more. You said comments are due March 2. Is that correct?

**Jim Holmes:** Correct.

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Web Page Link:

[Industrial and Maritime Strategy - OPCD | seattle.gov](https://www.seattle.gov/industry-and-maritime/strategy)

Report Link: 700+ pages PDF

[Strategy Report](#)

**Jeanne Acutanza:** So, we'll have time to get some comments out there, and maybe act on them in February, if that is appropriate, when we get the minutes together. Comments from folks? I don't see any hands up.

**Christopher Eaves:** I see a couple of hands up. I'm just going to make a quick note. Based on a number of slides in here, we are getting to have a discussion next month regarding policy on freight only and shared freight transit lanes. So, there will be a great more detail on that. And Jim, if you could provide me with that presentation? Obviously, we have a lot of requested distribution to the board members.

**Jim Holmes:** Sure.

**Christopher Eaves:** Thank you.

**Geri Poor:** I have a question. Sorry about my hand-raising capabilities. Could you clarify, Jim and Geoff? What I heard you say is that there were strategies developed in a number of areas, and that this EIS looks primarily at the land use strategies?

**Jim Holmes:** Correct.

**Geri Poor:** So, could you clarify if there were transportation strategies, and what those were, that were recommended by the process that are not included as action issues. That's my first question. Should I go on with my second question?

**Jim Holmes:** Yes, there are strategies related to transportation that we put in the investment category of our strategy. Geoff, off the top of my head. Can you help me with this?

**Geoffrey Wentlandt:** Yes. I refer the group to the industrial maritime strategy document. Warren and other had input into the transportation one. **Those eleven**

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Geri Poor:  
Clarifying EIS looks primarily at the land use strategies

Geri Poor:  
What were the transportation strategies?

Referred to Industrial Maritime Strategy Document (link previous page)

strategies were fairly high level, but it talks about the movement of people and goods, making freight and transit networks work for industrial maritime users. It talks about last mile connections, including large trucks' access to the shoreline. I'm paraphrasing a bit, but the text is there in that document.

**Geri Poor:** Thank you. So, what I'm trying to understand is how those strategies are not included in this draft EIS.

**Geoffrey Wendlandt:** Well, they are reflected in some of the mitigation measures. Just the structure of the EIS is evaluating the land use changes, and then impacts to the other elements of the environment, such as transportation, are analyzed. So, some of the ideas in the strategy document are reflected in the mitigation measures for transportation.

**Geri Poor:** Okay. And I have one more related question. Then I'll see if anyone else from the board has questions. But the follow-up on this one is the PowerPoint that you just presented did not talk about mitigation in the Duwamish MIC in the same way as you highlighted some spots in the Ballard BINMIC, which were important. Could you clarify the treatment of the Duwamish area?

**Jim Holmes:** There are mitigation measures for all of the MICs. Geri, I can't, off the top of my head, provide those. I would encourage you to take a look at the EIS, itself.

**Geri Poor:** Okay. They just didn't make it to the PowerPoint?

**Jim Holmes:** Yes. it was select, and yes, we're not the transportation experts. So, I just don't have them off the top of my head.

**Geri Poor:** Thank you.

**Jeanne Acutanza:** Looks like Warren has his hand up, as well. Go ahead.

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11 transportation strategies

**Geri Poor:**  
How are the strategies not included in the draft EIS?

**Geoffrey Wendlandt:** They are reflected in some of the mitigation measures

**Geri Poor:**  
Not much discussion of Duwamish but highlighted some areas in Ballard BINMIC that were important

**Jim Holmes:**  
Mitigations for all the MICs please see EIS



**Warren Aakervik:** I started to review this stuff, and I have to admit that I'm not that good at it. **When we talk about mitigation, the question that I have...right now, there doesn't appear to be the protections for corridors, and that is emphasized very heavily right here between 24th and 26th and the railroad right-of-way. And it doesn't appear to give the ability for WB67s and large trucks to get into the industrial area, especially when the shoreline is within probably 50 feet of the development. In one block, between 24th and 26th on Market, which is in the Harbor Island village, the other two close to it are being talked about right now, were going to surpass the additional units because there would be about 500 units in just that one block. In the transportation corridors, Shilshole is a major truck street. And Leary up to Market, and Market over to 24th is a major truck street, but there is no ability to connect. And I think the disconnect is really in the transportation sector, and I do need to look at all of the things you've done, because I don't see protections for the industrial area, I see just mitigations. And in some cases, it says it's going to impact it. Well, if you can't get large trucks into the two shipyards, you are effectively closing down the industrial area here. That is my major concern. I don't think it shows up, and I don't think even right now that we're protecting those industrial areas, because all of the planning that takes place in SDCI and the planning program is about the adjacent roadways right to the building. And they don't look at how to get to the industrial areas that are adjacent, within 50 feet of the urban development and the housing development. So, I'll have to review it. But, if they're in there, I'd love to know which section to look at. And if not, I'll dig through 722 pages.**

**Jim Holmes:** That would be in the transportation sections, so that could limit your review. I'm not saying to limit your review. That would be my priority place to look. Warren, what you describe would be a perfect comment for us to receive from the draft EIS.

## SFAB 1/18/22 MEETING

Warren Aakervik: Questions

Freight corridor protections, housing adjacent to industrial uses, noting only mitigations, disconnect between transportation and SDCI

Jim Holmes: Note the transportation section of the EIS

**Warren Aakervik:** Okay. The way I see it right now, there doesn't look to be a lot of coordination between the freight or transportation needs away from the development, itself. Is that correct, or am I missing something?

**Jim Holmes:** Well, it looks at the freight corridors.

**Warren Aakervik:** Okay, thank you.

**Jeanne Acutanza:** Who else has questions? I have a couple. I don't see any hands right now. Okay, one of the questions I have -- and this is something I've talked to Sarah about a while ago -- we talked about equity, and I didn't see that as a specific topic in your EIS. But family-wage jobs, and who will these industrial jobs support. I know we talked about that when we did the T-25 and other terminals, making sure that this industrial area is vibrant to support these family wage jobs. I did see something about these industrial jobs here support a diversity of communities. I was just wondering if there was anything specific that I should be looking for.

**Jim Holmes:** There is an equity analysis for every section of the environment that we've studied in each section. I would encourage you to read that. As far as providing accessibility to these family wage jobs, the number of recommendations in the strategy directly are about working OED and workforce recruitment starting at the high school level, and reaching out to BIPOC youth which pipelines into these sectors. Some of that already occurred with the City Council appropriations. But there are other strategies. If you look at the strategy document, there will be a focus on implementation. OED is kind of limited right now. They've lost a lot of staff recently, and they're restaffing.

**Jeanne Acutanza:** That could affect all of us. And then, another question, just going back to something Don said. we'll look in the transportation section. We just want to make sure that the transportation infrastructure is supportive of industrial land. I hear somebody talking. I think it might be Ryan, because your

## SFAB 1/18/22 MEETING

Jeanne Acutanza:

Equity in relation to family-wage jobs

Jim Holmes: Equity analysis for all sections including outreach

Jeanne Acutanza:  
Want to make sure transportation infrastructure is supportive of industrial land

light is shining. If you could stay on mute, that would be great. Or if you have something to offer, let us know. Any other comments?

**Warren Aakervik:** This is Warren, again. I might add that if you look carefully at what the transportation is doing around here, to get out of where we're located, depending on what they do with the Burke-Gilman Trail, we have to cross with the WB67s, three lanes of oncoming traffic to get out. And I think that's a very unsafe condition, and actually mixing with bikes and pedestrians that we can't see because of the sight distances on the large trucks. I think it becomes a very unsafe situation if we don't get out and actually find out what's happening right in the neighborhood, and what is impacting by the sides of vehicles that have to move.

**Jeanne Acutanza:** Good point. Thanks, Warren. Jim, any other thoughts that you wanted to add?

**Jim Holmes:** No, that's it. If you have more technical questions about the analysis as you review it, let us know. We'd be happy to touch base with you. There is staff that has been involved in this project, as well as I can talk to you.

**Jeanne Acutanza:** I think Geri has a question, and I'm going to also ask Chris -- we should probably make time on our next meeting to discuss this, as well. Geri?

**Geri Poor:** Thanks. My second question has to do with uncertainty around Sound Transit. I know there have been times in recent history where they've had to realign and redo their schedule, their plans. How does that uncertainty play in here, if they have to cut the number of stations or change station locations, or if they have to ....

**Jim Holmes:** We use a baseline assumption that the stations would be in the vicinity of where they showed up on the preferred alternative we studied. We

## SFAB 1/18/22 MEETING

Warren Aakervik  
Depending on what is done with Burke Gilman Trail, WB-67 trucks may have to cross three lanes of traffic to exit industrial areas.

Jeanne Acutanza  
Make time on FEB meeting to discuss Industrial/ Maritime Draft EIS

Geri Poor  
There is uncertainty revolving around Sound Transit (WSBLE) how does that play into this EIS:

Jim Holmes: Baseline assumption stations would exist

recognize that that is the best we can do. We assume the timeline that existed last summer.

**Geri Poor:** That makes sense. So, I guess if there were change, you would respond in time, right?

**Jim Holmes:** Right.

**Geoffrey Wentlandt:** Quickly, I would add on this topic, for everyone's awareness, that the strategy document recommends a station location for Ballard that is a tunnel at 15th Avenue West. And that was something that the advisory group wanted to see in the strategy document. So, I wanted to communicate that to your board.

**Jeanne Acutanza:** Thanks, Geoff.

**Geri Poor:** Can you clarify. So, 15th Avenue West, are you saying it could be west of what is in the plan? Because, as I understand it, there's not a station to the west.

**Geoffrey Wentlandt:** Well, right. In Sound Transit's alternatives, there isn't. And I'm just communicating what is in the strategy document which that group felt it is important to say that they would recommend a tunnel, and location, as it is worded, at 15th or further west.

**Geri Poor:** Interesting. Thanks.

**Warren Aakervik:** And of course, 15th highly impacts the major truck street. It's the only north-south major truck street through Seattle on Seattle Streets. So, there is a lot of implications, what you do with 15th.

**Jeanne Acutanza:** Any other last comments? We've run a little over our time. Jim and Geoff, thank you so much for your time.

## SFAB 1/18/22 MEETING

Geoffrey Wentlandt:  
Strategy document  
recommends a station  
location for Ballard that is a  
tunnel at 15<sup>th</sup> Ave W

This is different than  
existing Sound Transit  
alternatives

**Geoffrey Wentlandt:** Yes, thank you for having us.

**Jeanne Acutanza:** Chris, I think it's back to you for the spot improvements. We know what it is, but you can describe it for our friends who are here with us.

### **FREIGHT SPOT PROGRAM 2022 WORK PLAN**

**Christopher Eaves:** Absolutely. The spot improvement program is pretty much exactly what it sounds like: Identify the locations in terms of operations, where we are able to take on a relatively small project and make an improvement. For the last several years, we've been focusing on spot improvements that support the West Seattle Bridge detour routes, and getting into and out of industrial lands. One of the both good and challenging things about that is that we are never 100 percent sure of what we're going to do. This year, 2022, is something of an exception in that we've got most of our work programmed, because we're trying to wrap up detour route improvements and then get into a longer-term set of benefits. So, what I am going to do is, as soon as I can find the right folder, is to get the current listing of our program in place.

I was able to get up some of what I wanted, but...there we go. We had a version of this a little bit earlier, at the end of last year where I was giving you information about our spot improvement project work would be, On the Levy to Move Seattle, we are to make at least five improvements annually in terms of spot improvement. Normally, these work through the year, and we attempt to pick up some portion of a Freight Master Plan project. And this year, we have a little bit more information. And I want to touch base on it real quick to give you an idea of where we're going and what we're doing. And then talk about what kind of variability we have.

First off, the spot improvement portion: We have five projects pretty well set to do. We're talking some cooperative projects, such as the East Marginal Way rail removal. WSDOT is coming in to do some improvements along East Marginal

### SFAB 1/18/22 MEETING

Freight Spot Program 2022  
Work Plan

Chris Eaves  
Freight Spot has focused  
supporting West Seattle  
Bridge detour routes.

Normally unsure of exact  
work in a year.

2022 is an exception that  
most of the work is planned

Levy to Move Seattle target  
is 5 improvements annually

1. East Marginal Way rail  
removal – WSDOT  
coordination

Way/ SR 99. And within that, there is a portion of rail that has been unused for decades that we're looking remove and then be in concrete, rather than being -- helping degenerate potholes would be one way of describing it. We actually have a very small portion of that. WSDOT is taking the very large portion. Thomas Noyes, I don't know if you're still here, but thank you for participation with WSDOT.

Our next project is our big one for the year, which is an extension at grade lane on Spokane Street so that we don't have a weave and merge situation in one location. We are purposely planning to do this after the West Seattle Bridge opens. The aim right now is for the third quarter. And we have a lot of busy crews, so I'm hoping that we get to that in the third quarter.

We have, again, some improvement around the detour routes for the West Seattle Bridge that we're talking about doing some late management assignment is what I'm calling it. The portion diagonal west of 99 sees a number of trucks trying to queue heading into one of the facilities. And they can sometimes block the adjacent office buildings, which are federal office buildings. We'd like to see that that gets more clearly defined.

Talking about partnering: 15th Avenue and Market is a Freight Master Plan project, which was going to adjust to the southeast corner. That project is still moving forward. Signals is going to be doing work this year. And by adding a small amount of money, we hope to get a nice big improvement on letting trucks turn more easily without going over a curb.

Speaking of curb, we are going to be funding a curb adjustment on Pioneer Square for Occidental Mall. If you all recall, a couple of years ago, we had the issue with areaways around Pioneer Square, where we cannot have vehicles larger than 10,000 lbs. within ten feet of the curb in about half of the Pioneer Square blocks. Occidental mall is a spot where we can still have large vehicles in and out without concern for the areaways. However, it is busy enough now that the small entrance is being blocked by people both trying to move in and out.

## SFAB 1/18/22 MEETING

2. Extending S Spokane St lane near Terminal 18

3. Diagonal Ave S west of SR-99 proposed restriping

4. 15<sup>th</sup> Ave and Market radius alteration (Freight Master Plan Project)

5. Proposed curb adjustment (lowering) in Pioneer Square

We're hoping to widen it a little bit and adjust. And in this historical area, we have some work to do, making sure that Pioneer Square Association and other interested parties are aware of what we're doing, and that we don't impact the historical area in a way that would not be appropriate.

Finally, we're leaving a placeholder. And if you note in the center, these are expected costs. I am literally holding some money for the 'oh no' thing that happens somewhere in the middle of the year that we can never plan for. This is unusual for us that most of our project work has been identified. It's also unusual that we are taking on an amazingly large piece of work within the plan, and it is the biggest one that we have taken on without a partner or grant association. Again, unusual, but these are unusual times.

We have other commitments, and I just want you to know that we do pay for the annual quiet zone maintenance. So, BNSF has helped us with the waterfront quiet zone, and we have a maintenance agreement with them. Every year, we make sure that that is funded. We are funding and supporting East Marginal Way work at Hanford for signal operations. And I think we talked about it, that we were able to get \$20 million more in grants from the federal government, which funds us with East Marginal Way. That is a huge opportunity for us, so that all of the work that could be done is done at one point in time, where there is not a bike lane installation, and then later on, a freight lane improvement. We're going to be able to do that all at once.

I want to note, though, that is is going to be a lot of construction in a tight area. It is going to, at the end, be great. But in the middle, we're going to have to figure out some circulation plans. Geri, i know that you and I will probably need to work on and confirm some of the items that we're looking at. The advisory board: We fund what needs to be done there.

I'm going to talk a little bit now about how 2022 is a really big year, 2022 and 2023, for planning. I'm not going to go too deep into all of these, but with the bipartisan infrastructure bill, the change in the multimodal to a single, large,

## SFAB 1/18/22 MEETING

6. Placeholder in anticipation of unplanned work

Freight Spot pays for annual Waterfront Quiet Zone maintenance

Funding/supporting East Marginal Way at Hanford Signal operations Part of larger East Marginal Way work

Will need to plan construction and detour work in EMW area

integrated plan, and certainly the industrial and maritime draft EIS that you just heard about, there are multiple planning efforts occurring, and freight needs to be a part of it, not just in terms of evaluation and removal, but in moving forward for contracts and project work. This one here, railroad franchise, we have some pretty old franchises that we're trying to make sure we update or improve, or at least have a really good idea of where we are in terms of our relations with rail. We are working to, if we can get to a point where we are able to talk about truck parking or truck only parking, we are going to want to support our personnel, our group. to help them develop legislation. This is a year-plus project. And with luck, we will be able to identify truck parking specifically in industrial areas. Heavy haul out, there's a project update that I think w may have deferred, so there may be a little bit more opportunity for funds. But all of these are planning efforts. We need to develop standards. We need to support the equity framework, which Jeanne Acutanza referenced for us, especially in terms of industrial lands. And we're also trying to understand electrification in terms of trucks, and make sure that we are part of the conversation instead of just reacting to the conversation. I include it in four pages. My apologies. A lot of time engaging with grant support, design review, and planning, especially with the infrastructure bill. This is an estimate. I don't know exactly how much time or effort we're gong to need to spend, but if we don't have it set aside, we really will have to scramble to try and get our resources into this type of effort.

We have a status report we are supposed to do. We have an interesting one, which was a discussion of data. We are converting some video data to expand truck counts on major truck streets, not just in support of our own freight plan and planning, but in terms of grant operations and grant support to go out and get extra funds wherever we can. It supports the type of work that was done at the Urban Freight Lab, discussing not just the mix of trucks we have, but mix of usage we have in terms of those trucks.

and finally, this has been ongoing, and this is part of a large freight Master Plan project, detecting train operations, and again, providing information to our drivers. Initially, it was in the SODO area, on Holgate and Lander and Spokane, but it

## SFAB 1/18/22 MEETING

Planning in 2022 and 2023 will be a large part of our work time including the Industrial and Maritime Draft EIS and integrating the Modal Plans (Transit, Bike, Ped, Freight)

Railroad Franchises need to be updated

Supporting Transportation Equity Framework with an eye to industrial lands

2021 status report needs to be generated

Data from video to support grants and other work. This will use Urban Freight Lab techniques

Trainfo – train crossing detection



looks like we are able to do data as a service expansion, and perhaps, at the waterfront quiet zone, too. So, we're continuing to work on that and continue to see where we can get technology to do the work for us. Warren, you have a question?

**Warren Aakervik:** Yes, I have a question. I just wonder how many staff at SDOT are working on all of these projects besides you?  
Maybe that was a bad question. This is a load of stuff plus all of the other things that we, as a freight board, are trying to do besides what's on this list. And I'm just wondering, since a lot of staff are working on a lot of their modes and stuff, will this be captured when we move to a multimodal and there will be a staff of 20 or 30 people, or will it just always be one guy?

**Christopher Eaves:** Well, thankfully, it's more than one person. These days, Treysea Tate is knocking out the rail operations, and is identifying really well what it takes. Having been part of the Freight Master Plan, and its 2016 development, I think we could have expanded our understanding of rail more, and provided a better scope of what we needed. We are working to do that now. I could get into that quite a bit, but it is a full-time job-plus, and we are trying to figure out how we get more people on it, whether it be in the short term with a funding request, or longer term as we move from the end of this levy and consider how we fund big transportation projects into the future. So, the long answer is right now, we've got a couple of people working full time, and others working on it at some points in time. So, yes, we could always use more, and as I think at the beginning, we've got Streets Illustrated and more strongly incorporating the explicit goals in what was the right-of-way improvement manual. We need to get that in, and we need to focus on the personnel that will let us be successful.

**Warren Aakervik:** Thank you, Chris. I didn't mean to hit you. I just thought maybe I need to do my free consulting that I'm doing here, and come down and help SDOT. So, watch out.

## SFAB 1/18/22 MEETING

Warren Aakervik

How many staff are supporting this?

Chris Eaves

More than one person.  
Treysea Tate is working on railroad projects full time.  
We are working to get more funding and personnel on this

We could always use more

Streets Illustrated update will also take time

**Christopher Eaves:** Any hand is a good hand. Thank you.

**Jeanne Acutanza:** You mentioned grants, and I just want to make sure we also are thinking broadly about grant programs, like making sure that when we think about safety, we think about safety in these MIC areas, or climate resilience. I know there's a whole host of different grant programs that might be available for funding. I just want to make sure that we're looking at that broad array.

**Christopher Eaves:** Absolutely. In fact, there's something called a PROTECT grant. The acronym spells protect, and I'm amazed that they got to do that. It does focus on climate resiliency, and is likely something that, at the City level, if not the PSRC level, we would be wanting to access. I'm personally interested in the impacts to the shoreline, to ports and terminals, and to the land, especially, but not only, in the Duwamish, which are built on fill. So, yes. And our poor policy and planning people are going to be busy. That's a nice way of saying it.

**Jeanne Acutanza:** And the other one I was just pointing out is that there are new, bigger dollars for safety enhancement.

**Christopher Eaves:** Yes. One of the other things that I think I alluded to in December is that freight, goods movement, and safety, as well as environment are all included in multiple locations in the infrastructure law, which gives a lot of opportunity to discuss a project in terms of its impacts, in terms of BIPOC communities, living wage jobs, and environment. And it's a conversation we should have, especially when we are talking about what industrial lands look like today, and what they should look like tomorrow.

**Jeanne Acutanza:** Amen.

**Christopher Eaves:** So, in truth, what I wanted to do is give you an idea of what we're looking at. This is a lot to do for the current freight budget. Annually, the freight program has \$1.5 million, which is to fund everything, including the people in it. If you total it, it's a little bit over. We did a roll of \$120,000 from last

## SFAB 1/18/22 MEETING

Jeanne Acutanza  
We should also think broadly about grant programs.

Chris Eaves – There is a 'PROTECT' grant focusing on climate resiliency that would help in the Duwamish

Freight, goods movement and safety are all alluded to in the (Bipartisan Infrastructure Law – BIL)

Budget is \$1.5M with some carry over from 2021

year talking about data into this year. We are hopeful that the status report is going to be a lot easier this year than it was last year. And I think that what our \$1.5 million, which is the total, would be over, I think we have an opportunity, as we come closer to the end of this levy, that we have a little bit of extra funding associated with freight, that we had not spent in previous years. So, I think budget-wise, we will come in properly for the nine-year levy. So, really, that's what I have.

Ultimately, what I had was to try and make sure that people understood what was going on, that we have kind of a big bracket of things to do, and that while we are still focusing on the West Seattle Bridge and its impacts, planning, grants, the industrial areas, are all part of what we're going to want to try to pay attention to in the median term, meaning six months of this upcoming year.

And I'll finish by noting that I will make time for discussion for the draft EIS in the February meeting.

**Jeanne Acutanza:** Perfect. Thank you. Any other comments or discussion? On to the next month's agenda. Chris, did you have other things that you want to say?

## **NEXT MEETING AGENDA**

**Christopher Eaves:** Well, we had thought we would do freight lanes this month, but we had a complication. So, I believe next month is discussing freight lanes and if possible freight/transit lanes, which is policy, not implementation. And Geri has her hand up.

**Geri Poor:** Back on the prior one, I was thinking about the integrated transportation plans. So, modal plans are being integrated. Is that on your list of issues and GCS.

SFAB 1/18/22 MEETING

Geri Poor – integrated transportation plans are also going to take time – do we need to discuss that in SFAB

**Christopher Eaves:** It is on the list. And in its beginning stage, we have had policy and planning (unintelligible)...

**Geri Poor:** I just didn't know if we needed to assign resources to that.

**Christopher Eaves:** It is not well-described in that list of policy and planning items, but it is there. And how we get to an outcome, meaning how the freight board discusses and reviews, is something I'm still trying to better understand. But, yes, we need to.

**Jeanne Acutanza:** Sounds good. Any other questions or comments on the agenda? Or the freight spot improvement program? Any other comments or questions for the good of the order from folks? I don't see any hands.

**Geri Poor:** The board may know that I've taken on going to the levy oversight committee meeting, and I wanted to report in the last meeting that I was there, and it's a great forum. If anyone else wants to be the representative, I kind of raised my hand and took it on. Just wanted to make sure that people are aware that that is a freight board representative opportunity. I'm happy to keep doing it. And they asked that, for the next meeting, we bring forward what kind of projects we're working on in 2022.

**Jeanne Acutanza:** Geri, what is the cadence of those meetings?

**Geri Poor:** They meet monthly.

**Jeanne Acutanza:** Thank you. Anything else for the good of the order?

**Warren Aakervik:** Yes. On the multimodal board, I think, somehow, we need to keep on reminding the public that all freight is here to serve the public. It's not doing its own thing, but it's out there serving the public. Because a lot of the minority, a lot of the BIPOC, the equity, is all about getting commodities to people as close as we can, because a lot of people can't afford an Amazon coming twice

## SFAB 1/18/22 MEETING

Chris Eaves  
Still need to clarify  
regarding integrated  
transportation plan

Geri Poor  
Levy Oversight Committee –  
there is an opportunity for  
Freight Board  
representation.

Warren Aakervik  
Need to remind people  
freight is here to serve the  
public and a great deal of  
that is supported by the  
BIPOC community

a day, and UPS. Nothing against UPS, but everything being delivered. They actually have to go out and get stuff and buy multiple things at once. So, I think that sometimes people think that freight is about the people hauling it. And as you can see right now, and I was really, really happy about Washington State Patrol trying to make Snoqualmie Pass freight only when they open it up to try to get commodities to the eastern part of the state, and bring commodities from the east over to us so that we all have a few things on our grocery shelves. So, I think we need to keep on reminding people what we actually do. It's not about us; it's about them.

**Jeanne Acutanza:** Thanks, Warren. We've become woefully aware of the supply chain. It's been in the news. Somebody said the other day that a couple of years ago, you wouldn't know what supply chain meant, or that it was such a wonky term. Sounds like we don't have any other comments. Chris, you have a lot going on. If there is anything we can do to help, let us know. And, Cass, thank you for taking notes. Did we approve those last meeting minutes? I thought we had.

**Christopher Eaves:** We've approved several. I need to put them up, as well as work my way through. I'm going to try the highlighting, as Cass had suggested, and see if that is workable. If it is all right, Jeanne, may I tag on you to say, "This is what it looks like from the beginning; here's what I would highlight." Is that a functional item on your part? Then we'll see about walking that forward.

**Jeanne Acutanza:** Yes, I can do that.

**Christopher Eaves:** I will also be sending out two presentations, Megan, yours, as well as Jim's EIS draft. And I have at least two items for the next board meeting, which is a discussion about draft EIS, as well as freight lane policy.

**Jeanne Acutanza:** Next item for freight lane policy. Okay. That's it for the good of the order. Is there a motion to adjourn?

## SFAB 1/18/22 MEETING

Warran Aakervik  
Snoqualmie Pass was made freight only during the recent snow storms

Jeanne Acutanza  
Woefully aware of supply chain impacts

Chris Eaves  
Need to set several minutes onto the web site

Presentations to be sent out include Megan Kruze and Draft Industrial and Maritime EIS

**Warren Aakervik:** I so move.

**Jeanne Acutanza:** Thank you.

**Geri Poor:** I'll second that.

**Jeanne Acutanza:** Thank you. All in favor?

**ADJOURNMENT 10:30**