

October 21, 2025 Meeting - Seattle Freight Advisory Board

Topics covered included: Reconnect South Park Presentation; Highlights of 2025 WTA Safety Conference

This meeting was held: October 21, 3:30-5:00 p.m., via MS Teams and in City Hall Conference Room 370.

Board Members: Stanley Ryter, Nigel Barron, Geri Poor, Dan McKisson, Dan Gatchet, Herb Krohn. Grey Thompson

Public: Tyler Blackwell, Ray Thompson, Brice Maryman, Maria Ramirez, Robert Hanlon, Ryan Medlin

Staff: Baker Council, Cass Magnuski

Attending: 15

Stanley Ryter: Good afternoon, everybody. It is Tuesday, October 21, 2025. We are in City Hall Room 370. This is the Seattle Freight Advisory Board. I'd like to take the roll.

INTRODUCTIONS

Stanley Ryter: Let's look at the minutes, first. I think that Baker Council did send them out for last month. Did anybody have any corrections?

Baker Council: There was one correction from Geri Poor. That was Nigel speaking, so I made that correction. That was the only correction I had for the minutes.

Stanley Ryter: Do we have a motion to approve the minutes?

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ACTION ITEMS:

Meeting opening

Geri Poor: I so move.

Stanley Ryter: Anybody have a second?

Nigel Barron: Second.

Stanley Ryter: All those in favor of approving the minutes from September, say 'aye.'
Any opposed? Okay, the minutes pass.

ANNOUNCEMENTS

Stanley Ryter: A couple of quick announcements. Just to note that the Manufacturing and Maritime Industrial Alliance is now the Sound Industrial Alliance. I think we had Dan Lokic, the executive director, here a couple of months ago. They are having a re-kickoff on October 29. That's a Wednesday, 4:00 to 7:00 p.m. at 4105 Airport Way, which is just south of Spokane Street. The other announcement is that we are going to add to the agenda a little bit about the transportation committee. We do have a project at 14th and Henderson. Maybe Geri Poor, you can talk about this. You gave a really nice presentation at American Public Works.

Geri Poor: Yes. Thanks, Stan. I know you also spoke at the public works conference, but I didn't get to hear yours. I was on a panel with Jason Beloso from WSDOT, and Desiree Wood from Real Women in Trucking, convened by one of our consultants from Fehr and Peers. And we spoke about different kinds of truck parking issues that are out there. And I was able to work with Christopher Eaves and talk about the situation in the Seattle harbor and how we have the work that Chris Eaves and the City of Seattle die to create new classifications for drayage truck parking overnight.

Stanley Ryter: It was well-received. For me, it was super interesting. I worked in the port industry also. They're really here to (unintelligible) with truckers and how difficult it is to move a large truck around and have a place to park it where no one wants you, or to be able to use the restroom or get food and keep track of your load material. I imagine it was difficult, but to hear how difficult it is and to hear the steps that WSDOT is taking to try to sort this out, along with the Port of Seattle, I thought it was a

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Announcements

marginalized community that does need a voice. So, thank you so much for highlighting that, Geri.

Geri Poor: I have another announcement, if you would like. The Port was a funding partner with the City on the East Marginal Way project. And on Saturday morning, the 25th, there will be bike rides to open up a new bike lane on East Marginal Way, as well as a tabling opportunity. Some of us will be at Hanford and East Marginal Way, between 11:00 and 12:00. Not quite a ribbon cutting, but a celebration. The BIA will be there also.

Baker Council: Do you have a Q&A about East Marginal Way?

Stanley Ryter: Yes, let's do that. Shall we get into East Marginal Way? We should include everybody on the call, too.

Baker Council: Sure.

Stanley Ryter: If you are on the call, and not a board member, please introduce yourself.

MORE INTRODUCTIONS

Stanley Ryter: Thanks for joining us today. We've got a couple of folks on the right that they can't see. And we were going to add an agenda item to talk about the Q&A for East Marginal Way. Since you mentioned it, Geri Poor, do you want to recap?

Geri Poor: During the presentation, I asked the members questions. I appreciate that Baker Council was able to coordinate with them and get answers or responses.

Baker Council: I'm going to show it on the screen.

Geri Poor: What I took away from these answers is that they are at the intermediate design phase and they will continue. A couple of them, they said they will take this back to the designers to address the narrow lane widths that were of concern.

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Baker Council, SFAB Liaison:
Shared Q&A from
September 2025 SFAB
meeting presentation by
Quinn Kelly, regarding the
East Marginal Way S Paving
and Safety Project

Baker Council: Would you like me to go down the list real quick?

Stanley Ryter: Yes, quickly.

Baker Council: Question 1: What percentage of the traffic is truck use in the East Marginal Way study? approximately 14 percent.

How many trucks use the corridor? About 9,700.

Question 2: What is the confusion at this intersection? Christopher Eaves notes that regarding the minutes, this intersection configuration that was considered confusing, there is one turn lane that turns into two lanes. Dan McKisson was asking about the term, 'removal,' and Quinn Kelly discussed reorienting East Marginal Way to the 4th Avenue intersection. Geri Poor also wanted to see what the turn apron would look like in design.

Also, Question 2b: Is the freight staff comfortable with those channelization details and would like to see a truck apron. Yes, the freight team has reviewed and will continue reviewing to 100 percent design. You can see the truck apron design in our rollout.

Question 3: Request striking the East Marginal Way north of the 4th Avenue intersection with inside lanes and that there would be additional markings to indicate there is a merge situation like arrows and dotted lines here. And the answer was, 'Request shared with the design team to add for next submission.'

Question 4a: Template center lane isn't wide enough for a truck. Answer: Request a design team consider narrowing other elements to provide 11-foot center turn lane.

Question 4b: The results of the survey say 60 percent were comfortable with the freight use, the lowest of all so we know what their concerns were. The answer to the survey question was "What is your opinion of the freight improvements in our early design? While 61 percent of respondents were very satisfied, only 14 percent were dissatisfied, very dissatisfied. Concerns were heard related to the freight include the following request to narrow 12-foot outside lanes needed to accommodate truck turns,

requests for signal upgrades to improve visibility around large trucks, and concerns about safety accommodating bikes/peds on a freight corridor.

Question 4c: It was mentioned that the East Marginal Way was one of the key places for bike riders to get through that area. Is this true for freight? If you lessen the pathway for freight, where would you prefer the trucks to go? The answer is yes, East Marginal Way is a critical connection for freight as well as bikes. We anticipate trucks currently using East Marginal Way will remain on East Marginal Way.

Question 5: Following up to see if space could be found elsewhere, widening the center lane beyond ten feet. Avoid safety issues resulting from decreased lane widths seen elsewhere in the City. Answer: Made this request to the design team . They will evaluate.

Question 6: Please continue to update SFAB on bike lane buffer hardening and maintenance, and turning radii for trucks, since different flex posts versus a hardened bike lane. Answer: Noted.

Stanley Ryter: Any final thoughts, Geri, on all of that?

Geri Poor: I appreciate that design will still continue. It is interesting that the Reconnect South Park group is coming in front of us today, because I would say those are two routes. So, I hope the City is looking at both the design of the one and the study of the other to see how they might interact.

Stanley Ryter: Okay, thank you. Let's open the public comment.

OPENING PUBLIC COMMENT

Stanley Ryter: Anybody have an opening public comment? Seeing none, we're going to hit Reconnect South Park. We've got Maria Ramirez, project manager, from the Reconnect South Park Community Coalition here with us. Welcome, Maria.

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Public Comment

RECONNECT SOUTH PARK

Maria Ramirez: Thank you so much. Can you see my screen? We have been working on Reconnect South Park as a team for about three years. Robert Hanlon and Brice Maryman and a number of community people have been working on the question of what is the preferred future for Highway 99? The legislature funded us to look at four options. One of the options that we had considered was a tunnel option. But that tunnel option just didn't draft because of flaws that are listed here. And so we are left with these four. And you will notice that these posters are all color-coded and there are symbols for each option. It's a lot to go through. So, I was hoping that I could just break it down for you and ask that you take a look at them because we are going to be coming out with a survey. And so, we're going to be asking for your opinion on these things.

These are the four options. We've got reroute and reclaim, under which the freeway would be removed, and a narrower or a wider boulevard -- they are not totally different, but they each have their own nuances. And then, there is Bridges and Trails, which is pretty much keeping what we have, but updating and improving some connectivity, very minor connectivity, but not too many benefits to the community, really. This has been done before during the transformation of the waterfront and the removal of Alaskan Way and the access that it brought to people. And there is Harbor Drive over in Portland is an example. They removed part of a highway and put in a park. So, we have been talking to the community. And what do you want? What could we improve in areas around the highway? What are the priorities? Wellbeing? I don't know if you are aware of it, but people who live in South Park have less than any other neighborhood. There are also higher levels of COPD and Asthma. And there are other health impacts. They are coming from the noise and not being able to recreate outside. Affordability and economic opportunity, if some of the land were to be reclaimed, not only for housing but also for industry. And to deal with other impacts like flooding that we are expecting. Mobility and connectivity: We looked at that in all of the options and in assessing them saw that they help the environment with less pollution and more green space. Every neighborhood wants more green space, because we know that it is going to get pretty hot here with climate change, and we need a big tree canopy and places for people to go out and recreate near their homes. So that will bring climate resilience. And then, we looked, of course, at cost and feasibility of each option. And we are measuring these

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Maria Ramirez, Reconnect South Park (RSP) Project

Manager: Presented on RSP, which is in an early planning phase. She noted the four preliminary concepts for SR 99, include the following: reroute and reclaim; narrower boulevard; wider boulevard; and bridges and trails across current highway.

options up against these measurements to see how to address what we have heard in the community. We want cleaner air, more affordability. Reconnecting the 22 streets that were disconnected with the construction of the highway, and a freer, quieter place and the long-lasting benefits to the community. There are so many potentials.

So, the construction of a highway: I don't know if you are all familiar with Highway 99. I don't have a great map in these slides, but essentially, they divided South Park. One side, on the west is Hwy 99; on the east is Hwy I-5, and there are a number of places where children congregate: the community center, the library, a skate park, and the elementary school. That community gets divided in half by the 'scary trail' used to get to school. That's what the kids call it. It's called the 'scary trail' that goes to the bridge. Why is it scary? Because it's overgrown with blackberry brambles. It's not paved. It's not lit, and kids need to go there at night and in the morning when it's dark. It has a chain link fence on one side. That's the highway. And the other side is blackberries. Nobody has possession of it and nobody maintains it. The community goes out to clean it up. So, that's one of the (unintelligible). It's very dense and sometimes people get a little overwhelmed. So, I thank you for walking through these. I'm not going to read every word on this. We've got this slide, as well. And this is probably biggest on your mind, how it affects traffic movement. Where would the traffic go? How would it change? How would each option change? We don't have time to go over this, but we can definitely set up more time if there is interest. We are coming here because we need to work together. The drayage issue. I look at this and ask are we really happy with the *status quo*? What should we change to improve it? On the community side and on the industrial side. I think there are a lot of benefits we could both reap. Number one, starting with communication approval (unintelligible), and maybe more local employment opportunities and economic development, entrepreneurial opportunities. It really excites me to know that there are other opportunities. And repurposing land for industrial use.

So, we go through each of the options. The first one, reroute and reclaim. This is probably the most 'out there' option. Remove the highway. (unintelligible) Along with bike trails and a new way to cross over. This little box drawn here, it relates to this and shows you what is possible in that area. This is the one that is where the 'scary trail' is located. I'm going to stop talking real soon so that Brice and Robert can chime in. On this portion of the panel, in each option we look at how much land can potentially be

reclaimed; how many additional crossings across this area are possible and potential new housing units. All kinds of housing. And new jobs (unintelligible) traffic on Hwy 509 (unintelligible).

We have a poster similar to this for the narrower boulevard or the wider boulevard. I sort of picture these as a Delridge. And (unintelligible) trails is a very expensive option. It keeps the highway there, but it does create some additional connectivity, like replacing the bridge that meets the 'scary trail,' replacing that bridge and adding in a bike trail for the route that is there already.

I'm going to ask for your questions or comments.

Brice Maryman: I think I would like to chime in with a couple of comments related to the projects schedule and how the projects are structured. None of the projects that Maria just walked you through are produced by what is called the technical team. So, while we are on the community side, with on the ground outreach to community members, there is an entire technical team that is employed by the City of Seattle on a consultant basis, to kind of go through all of the technical modeling and everything. They are putting together their draft technical report as we speak. And I believe that is going to come out here in the next couple of months. And that will have all kinds of data that we are trying to get our hands around and I am sure that you all will be trying to get your hands around. Maria made a little step out there to say we can walk you through this data in more detail at a future date. And I think that that is probably going to be that inflection point when we can have that conversation. What we are working towards is the Q2 of 2026, having a community-preferred vision that says one direction or another. It can very well be an amalgam of all of these different options that takes in feedback from all the different community sources and various publics that are going to be affected by whatever decision they arrive at. I think the other piece to know is that we are at zero percent design. This is a planning discussion, this is thinking big picture at this point. And so, people will often ask us as we are doing community outreach when is this going to happen? They are expecting that there is going to be a bulldozer next week. And what we have been told by the City and by the consultant team is given all of the permitting timelines, given funding, whatever, realistically, this is at least a 10-15 year timeline before anything happens. So, I just wanted to do some level setting and

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Brice Maryman, Reconnect South Park Landscape Architect and Urban Designer:

Reiterated the project is not in a design phase. The City of Seattle provides technical assistance, like modeling and completion of a technical report. The timeline suggests by Q2 of 2026, there will be a community preferred vision that supports one concept or another or an amalgam. Ultimately, any potential construction is 10 – 15 years out.

give everyone a clear sense of where we are heading and what that timeline and process might be.

Robert Hanlon: I think the last thing I will add is our approach right now is really to understand the existing pinch points of a highway that was designed pretty rapidly in the late 1950s. We think that by convening all of these different community stakeholders, including truck drivers, we want to find out if we can address these in a wholistic way that has been done before in other areas. And really, looking through this are that (unintelligible) community statistics really in need of transformation. I took a note: The need to coordinate with the East Marginal safety corridor. Absolutely! And I am really excited to work with this group to understand how can we have this transformation that addresses the one that always sticks with me: Where is freight going when it's not its destination. And can we help create that home? Can we have an organic place where the truck drivers community can meet and mingle and share co-benefits of the work that comes with that, the Port and all of the hubs up and down East Marginal. So, thank you for having us here. We look forward to working with you.

Maria Ramirez: Thank you. We also want to know who else we should talk to. Or if you have folks who worry about freight mobility and connectivity, please keep that in mind. Baker Council can give folks access to our email. Any questions?

Dan Gatchet: Yes. The reclaiming basically eliminating that corridor. Those trucks or general vehicles have to go elsewhere. Has that been looked at, where they would flow to?

Maria Ramirez: Yes. One of the charts has the trucks. It is still a work in progress. But yes. Essentially, it would be like designing a park. I didn't mention the secondary area. I don't know if you want to, Robert.

Robert Hanlon: Briefly. I was thinking about the Port before potential features are presented. As grassroots ideas as we can get and further refine by this technical analysis to really show the gradients of change, what opportunities are to be had, and what challenges we would need to address. I think our job as a coalition is to take those and adjust so that we can get the best outcomes for all interested parties. In order to do that, we have to definitely look towards the secondary area, which is that south of

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**Robert Hanlon, RSP
Community Convener and
Infrastructure Connector:**
Highlighted the need to coordinate with all relevant stakeholders, including the East Marginal Way S Paving and Safety Project team.

Maria Ramirez: Requested Baker Council provide a copy of the presentation to SFAB.

Seattle, unincorporated King County, Tukwila, and that Hwy 99 section. So, if you are looking at a map, where the 599 turns into the 99 at Tukwila International. How can we drive great connectivity to East Marginal and also address those sticking points. I am a wastewater engineer, a civil engineer. Transportation is something I am continually amazed by. And I think this is where we want to have those conversations to see what improvements can be made, and obviously, what policy and rules we would need to adhere to and be mindful of at this visionary stage, so our commitments are actually realistic. And I will just say that I have been working with the Green River Trail North extension project that King County Parks is doing. I just appreciate the collaboration that that project has taken. That is a seven-year endeavor to get to 60 percent for an active trail. So again, I think there has been a lot of groundwork laid out in this area. I think the time is right to have this transformation take place. So, yes, I am itching to do a workshop with you.

Stanley Ryter: We had a presentation several months ago and it really highlighted the fact that that road runs through your neighborhood. That was an interesting look back at what was probably not sensitive design at the time. Remind me of a map of it all. I coordinate a little bit with WSDOT, too. There is a big push on the Gateway Program to appreciate trucks on the other side of the (unintelligible) and then down the back way into Seattle. I don't know if we can actually break this when you come down the 509 and South Park is just a little bit on the other side there. There is a policy to push trucks off I-5. And the, here you have South Park which definitely doesn't want the highway through the neighborhood. So, there's a conundrum there. I think somebody else had their hand up. Dan McKisson?

Dan McKisson: Thanks for the presentation. I guess I'm trying to sort out what the long-term goal is. You brought up health issues and things like that. What is the mission statement? Is the goal to protect residents? Or industry?

Maria Ramirez: To improve health outcomes; maintain a thriving economy; jobs; connectivity; being able to walk from South Park to Highland Park; being able to bike safely across 14th Avenue South; having more green canopy; addressing the flooding issue. We think the mobility of freight really needs to be looked at. And hopefully to bring the community together. The residential community with the industrial. The

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Maria Ramirez: Reiterated the major goals and outcomes of this project, being health, connectivity, economic/jobs, greenery, and flood mitigation.

differences and the commonalities that we have and our concerns for what we want to see in the future. And hoping that together we can build our future. It's a dream.

Dan McKisson: As a freight board member, we are trying to get smoothly in and out of the City. People keep buying stuff and they're not going to stop. And due to truck idling, keeping that shift of stuff from other ports and trucking it in. Because if you have a port right here, you don't have to do that, right? I guess my question is have you guys looked at how many actual residents live in that area? And then, how many industrial type businesses are around? How many employees? What is the ratio to that? Do you know?

Maria Ramirez: It's 5,000 residents in that area of South Park. We're not counting the residents in Georgetown, but our residential area is there, as well. I have no idea on the employment numbers, how many employees. We want freight to move, too, but we want it safely. And diesel particulate is the highest cause of cancer and climate change. So, we've got to work together to figure out how to make it better. Yes, we want things to move, but there is also the (unintelligible) of the area. Are we going to keep pushing it and growing? Unbridled growth? The community has to retain itself, but it seems like industry -- we need to coordinate.

Dan McKisson: Absolutely. I understand. There is a lot of industry down there. I am kind of curious about what the ratio is down there. It doesn't sound like you are asking industry to move. You're asking them to be compatible. It will be interesting to see how much of that is contributing. When you live in an industrial -- I lived in an industrial area and I worked on the docks. So, there's a hazard that comes with that. I choose to work on the docks. People living there have a different situation. Have you guys looked at an option of relocating residents and then claiming that as more industrial?

Maria Ramirez: The City planners from the 1950s hoped that that would happen. And they have stayed. That's their home. the Duwamish River is there. There is a lot of history there. Folks live there because they want to.

Dan McKisson: I understand. But the goal is to get them safe, right? The other industries aren't going to be removed, so how do we do that?

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Dan McKisson, SFAB

Member: Inquired about some of the demographic data in the area, as well as land use options.

Nigel Barron: I'm obviously immediately skeptical. And I think that most of your data would (unintelligible) since East Marginal was put on a road diet and is decreasing the throughput. But I'm also curious. Your comment about the diesel particulates being one of the deadliest things there, if we accept that the freight is still going to be moving, is the idea to make that someone else's problem? Are we just going to move it to a different neighborhood?

Robert Hanlon: I can kind of address that. I think a lot of studies have been done to show what is a healthy buffer from those high-use roadways to the residents. South Park, specifically, is completely at risk because of 99, because of 509, and of course, East Marginal. We are very conscious of any traffic changes that would impact our Georgetown neighbors. We are working very closely with them. And I'm curious about the East Marginal because the history lesson here is East Marginal was 99. South Park was, more or less, the agricultural hub for Seattle. The decision was made that displaced agriculture and residents to create a redundant pathway and relocate 99 admits the international highway interstate development. So, in essence, we are just trying to put 99 back where it was and restore the community. I am really curious about what transformations are being done on East Marginal, considering that the 509, the 99, and the I-5 all merge at the northern tip of South Park. I don't want to share my screen to save it for the workshops. But what is really interesting is -- I live by maps, and I think the question of businesses versus residents is a very important one, and one that we have been unpacking. We have done outreach to about 105 small businesses and probably medium-sized businesses. I live at that juncture of community resident and industry. From rustbelt cities. And this is by far, I think, the most interesting spot I've lived. So, I think these are all really good questions, and I just want to build this project on the foundation of history and the transformation that was done to this community, really without any studies. Without consideration for the health impacts. Or thinking 50 years into the future, the confusion it would cause for the logistics networks that we are now really struggling through, and then repair, increase the safety of. And like you said, in some cases, put it on a little diet.

Dan Gatchet: I like the idea of getting data and facts and using them to make sound decisions. One of the things I just have to mention from the trucking industry. When you look at trucks 20 years ago, there were older trucks. You could just see when they accelerated the black soot that went in the air. All of this is like that. But when you look

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Nigel Barron, SFAB Member:

Inquired about diesel particulate matter.

Dan Gatchet, SFAB Member:

Noted that trucks are generally cleaner in terms of emissions compared to 20 years ago.

at the newer trucks now and the amount of diesel particulates, it is much, much better. Keeping in mind the brand new trucks from 2020 and above are not working in the Port area or the railroad areas, so they are over the road trucks. But the 2010 trucks are working in the ports. When you compare those from 20 years prior, they are much, much cleaner. Some place I have all of the facts and data on what the pollutants were, and you can use that, but it is much better. So again, I think, there are still trucks going through the neighborhood. There are still pollutants and particulates. But it's not as bad as it was 20 years ago.

Stanley Ryter: It's been a good discussion, and I think it sounds like you guys are in the planning stage. I think the real message from the freight community is yes, we will work with you, and it's an interesting problem to sort out. Obviously, South Park has been dissected by the freeway and are there creative ways to deal with that. It's really a land use question. How can you have your people connect to neighborhoods and with the freight. It's zero percent planning or one percent design, obviously you don't have the answers, but we are here to provide input as the process goes, and to work with you on all of this.

Maria Ramirez: Thank you. Please let us know

Stanley Ryter: And that document that you presented, Maria, we are going to send that to the board for further study, and then we will look forward to hearing updates from your group and other folks working on this project as time goes on.

Maria Ramirez: Okay. Looking ahead, if I could just say we should have a report by the end of the year or right at the beginning of next year. And we will have a survey tool. And someday we can meet again. I don't know if you will meet in December or in January. But just to give you an idea of what our timing is like.

Stanley Ryter: That would be good to do that in the new year, for sure.

Robert Hanlon: And one question. Again, I think the big underlying theme here for us is alignment. With agencies (unintelligible), with our businesses and industrial goals being community organizations, would you be able to provide any long-term plans -- I'm thinking of this East Marginal diet, those types of plans for just Seattle, the regional

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Stanley Ryter, SFAB Chair:

Appreciated the fact that RSP was and will continue to be in contact with the freight community to identify solutions to deal with the bisection of the community by the highway.

approach to East Marginal. Again, we can incorporate that, so we are keeping that alignment as we are doing our process.

Baker Council: I can share what I have from East Marginal Way with you all.

Geri Poor: If there is an SDOT project, you could work with SDOT and your contact with us. I guess you are also talking about Tukwila. I don't think we have anyone in this meeting from Tukwila, so you might want to reach out to them as a city.

Maria Ramirez: We have agency meetings. They are on our list. We can hold these meetings with about 60 or 70 agencies that have something to do with this area.

PUBLIC COMMENT

Stanley Ryter: Any public comment from the rest of the folks on the call? Okay. Well, let's thank Maria Ramirez from the Reconnect South Park coalition for joining us today. We appreciate it very much. Okay. So, we are going to head into the 2026 SFAB Workplan.

2026 SFAB WORKPLAN

Stanley Ryter: I think for those of us in the room, we've got a marked up copy of the 2024 workplan and the 2025 workplan. The years go by fast. Baker, why don't you introduce this topic.

Baker Council: Sure. This is a combination of 2023 and 2024 workplan, and the black is 2024 and 2025. Geri Poor has provided some recommendations, and I will let her explain so you can discuss what you are seeing on the screen.

Geri Poor: Thanks. I think I said at the last meeting that we had a volunteer to take a first cut at some of the more obvious updates. So, that is what I have done here. And, Baker, could you load the overview. We have the mission of the freight board on slide one. And I will read the overview of the whole thing. It speaks to what the goals of the board are, and our initiatives that we are looking forward to. And then slide four, I think, is projects from SDOT. Slide five was other City projects, like OPCD planning and

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Baker Council, SFAB Liaison:
Noted that he would share East Marginal Way S Paving and Safety Project information with RSP team.

Geri Poor, SFAB member:
Noted that this is a draft 2026 SFAB Workplan for review and input by the board.

community development. And then, this next slide was other agencies, so (unintelligible), the Port, and the State. And then, the last slide. I'm volunteering to lead the discussion today. We can talk about each of these pages. Some of them don't have many edits that I saw, but if anyone else wants to edit, that is the purpose of this. And I think we want to get ourselves by the beginning of the year to the 2026 workplan. Any comments before we get started?

Stanley Ryter: That sounds great, Geri.

Geri Poor: Okay, great. This slide one, when we first did this plan, it was out of enabling legislation or ordinance, or whatever it was that created us. And I put in red down there, that third bullet, 'prepare an annual report to City Council on the status of the work program.' And we did do that at year-end 2024. Dan Kelly, as our chair, had sent something over in January 2025. I just wanted to highlight that, because I think it is something we should prepare in the next three months.

Stanley Ryter: We can revisit what we set as our theme.

Geri Poor: Any other comments on this one?

On slide two, up in red on the right-hand corner, I said I didn't see anything that needed editing. I think that those of us who were on the board when we had this discussion, we had a really good discussion about the various things that we felt could impact freight in the City, and the breadth of issues to consider. So, we are setting our goals to preserve and enhance freight mobility in the City; functionality on the street network; assure asset maintenance occurs; ideal life cycle; time and ensure policy documents planned for; highlight and support freight needs. We also want to support enhanced trending opportunities and the third bullet, align the federal, State, and local priorities for safety sustainability and equity. So, I turn that over for discussion. Any people want to make edits? See anything worth changing, or are those foundational?

Stanley Ryter: Yes, that seems like those are pretty solid for what we have been trying to do.

Geri Poor: Perfect.

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Dan Gatchet: I'm just saying that it seems like we get a lot of presentations about restricting and not preserving and not protecting the freight corridors. And it seems like at every meeting someone is coming and asking how to restrict freight. And that's one of our top goals. I don't know. I just find it amusing now.

Stanley Ryter: We say 'functionality,' but (unintelligible) in some sense. Or optimize, really.

Geri Poor: So, if people want to think about that and suggest any changes? I do remember a discussion about the difference between preserving capacity and preserving functionality. And that was kind of a point that it better still work. If you're going to take a lane away, you had better be sure it still works. I think it is a difficult thing, and it has been an Achilles' Heel. Anything come to mind for edits that we should make? Okay. We'll come back to that, if we need to.

Let's go to the next slide, where we begin to look at our initiatives. We have 30 initiatives about board advocacy, and then critical policy initiatives. And in the right-hand corner, I tried to think through what we have done successfully. I know that a small subgroup went and met with Councilmember Saka, and we worked to get a larger amount of funding in the levy. That's the first bullet. It worked successfully for freight inclusion in the levy; met with Council leadership, participated in the levy oversight committee, and participated in the STP Implementation workshop, and sent comments back. So, there may be other things that we did successfully that should be added to that list, but those are the kinds of things that we could put in the annual report for 2025. And then, looking ahead, I put 'continuing, commenting, participating in those activities.' Any other thoughts about new priorities or changed priorities?

Dan McKisson: We are the Seattle Freight Advisory Board, but I think the outreach to individual Councilmembers can be helpful. just when we are more on a one-on-one situation where we are advocating or educating about what we are trying to do, so they get the full picture. We've been sending letters and reports. I thought that was a good way to do it. I don't know. We had that small meeting with Councilmember Saka. I don't know if I should suggest doing more of that, I mean with each Councilmember and this

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Dan McKisson, SFAB Member: Requested continued advocacy from members to Councilmembers.

small group each year, or over a two-year time span. But I think that one-on-ones with Councilmembers in a small group is pretty productive.

Geri Poor: I could say it's priority for people on the transportation committee, if that makes sense.

Dan McKisson: Yes. So, add to initiative 'more outreach to Councilmembers.'

Geri Poor: Okay. I made a note of that. I don't think anyone is prepared to make edits on the fly. What's tricky about this one where it says advocacy in the first pull out, is; independent of staff, our liaison isn't himself in a position to work with us on that. As I understand the rules, staff doesn't go to Council except through the Mayor. So, this is something that we need to find our own initiative and motivation to do. I appreciate your speaking up, and I wonder if you can be our reminder during the year to take that forward at various times.

Baker Council: Sure.

Geri Poor: Any more comments before we go to the next page? I like that we have transportation and decarbonization and electrification. That came out of our conversation when we were talking about the waterfront maritime industry, and how to work with Seattle City Light and the Office of Sustainability and Environment. We also haven't done anything there, so we should talk about whether that remains a priority and something that I think in that case, we could ask our liaison, who is now Baker Council, to ask those groups to come in and speak to us about what they see on the waterfront industrial power needs. Do people still support that?

Stanley Ryter: I certainly do. I think electrification will also help some of these pollution issues that affect the local neighborhoods. It's something that we really can't lose sight of and advocate for.

Dan McKisson: I agree. Geri, look, I was at a conference last week and they did a presentation by the State. I think it was on the weekend. We urge 95 percent capacity. So, were almost out of capacity for electricity or just power generally, from all sources, hydroelectric, solar, and LNG. This state has gone from having an excess of power to

having to import power. So, as we look forward with this stuff, we really need to not get ahead of our (unintelligible) too much, because I don't see them shutting down hospitals and schools, but I can see them shutting down ports when we're out of power. And at the same time, you've still got to get your goods to and from businesses. So, I think having a presentation from them and just getting the situation on where the grid is right now, as we push more electrification of industries.

Geri Poor: I agree with that. Anybody feel contrary to that?

Stanley Ryter: I feel like there is a lot of power planning going on in the background between the (unintelligible) and Seattle City Light. Rushed electrification hasn't taken them by surprise. But you are right. We might get into a situation where we are importing power, but I don't know that it will get to the point where people make decisions on who gets power and who doesn't. I think it's a long, slow road, but our electricity needs tripling in the next 25 years.

Geri Poor: Right. Let's keep moving. This is where we talk about key projects to be aware of, review, monitor, and focus on those that we can influence.

Nigel Barron: How to Reconnect South Park.

Stanley Ryter: Yes. We need to have Reconnect South Park. I think the rebuild of Aurora will be important, too. Are they calling that Northern Lights? We will definitely do a World Cup presentation at some point.

Nigel Barron: And tickets! They're calling it the Northern Lights project. It's basically everything from the Aurora Bridge to the City limits, north and south.

Dan McKisson: 40th to 145th. Maybe we should get an update on SR 509, because we heard earlier that it's going to be addressing traffic through that corridor when it's ready.

Geri Poor: Good. So, I think, Dan, we will see that on the WSDOT page, which is why you're not seeing it here. So, we'll add Reconnect South Park and Aurora for the conceptual design and planning. The second to last one on the righthand side, in the

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Dan McKisson, SFAB

Member: Requested that SFAB receive a presentation from either Seattle City Light and/or the Office of Sustainability and Environment, about waterfront industrial power needs and potential future pitfalls in current climate.

levy, there is \$5 million set aside for Port connection to I-5 and I-90. And I don't remember in the implementation plan where that is in time, but it's something else for us.

Stanley Ryter: Yes, that would be interesting to dig into what that is, and what the thinking is there.

Geri Poor: Or what it could be. Yes. Okay. I think we could email Baker Council or me, if you have additions as things come to mind. I am taking notes, as I said. Let's go to the next page, which is 'other groups within the City.' Yes. Reconnect South Park is under (unintelligible). The first one, land use and MICs, the Puget Sound Regional Council has a requirement for sub-area plans for manufacturing centers or urban centers. Every city that has one of those designated must submit a sub-area plan and we know that OPCD is working on drafting this and will have that out in January. So that is a work item to get a presentation on that. And I think we heard from Maria Ramirez that Reconnect South Park might have more data available after the new year. We should probably add the electrification conversation under Office of Sustainability and Environment along side sea level rise. Any thoughts?

Stanley Ryter: Well, sea level rise kind of ties in with the South Park neighborhood, right?
(unintelligible) And that kind of goes with the whole infrastructure, how the road works, the storm water, and all of it.

Geri Poor: You're right. Let's keep going so we don't lose momentum. These are the projects by other agencies, so Sound Transit West Seattle link extension, Ballard link extension and Sounder trains. They want to increase the frequency of the trains. We know that with Dow Constantine new in the CEO position, they have kicked off this enterprise initiative, which is allowing them to look agency-wide at how they can contain their costs and make things more affordable. So, I think we're seeing a pause on some of their design work. PSRC, the center's approval is what I just spoke to, the manufacturing/industrial center plans will be coming out. It is a PSRC requirement that OPCD will be doing the work for the project plans within the City of Seattle. I struck T-5 strategic terminal because the renovation over there has been completed. Baker

Council, I don't know if you would like to mention that there is a project that the City is working on with the Urban Freight Lab?

Baker Council: Please name the project you are referring to?

Geri Poor: Under Urban Freight Lab, I heard that you guys were working on the freight lanes.

Baker Council: I am actually managing a freight and bus lane on Westlake Avenue. So, we're doing a study on that segment right now. We are going to look at how we can optimize the bus lanes for freight. That study is going to start now and will end next year. There will be three phases, a baseline phase before we put in the signage, and the stripe aids that indicate that freight can use the lane; the second phase will allow the buses to go in; and the third phase will be around March, when we allow the freight to use what isn't being used. We will study each phase and have some data available and some recommendations afterwards. That is happening now.

Geri Poor: Question marks in WSDOT's -- this might be at the very bottom. So, taking it from the top, I-5 master plan and high speed rail. WSDOT is looking at those projects which are being run out of the same office. You saw the closures, the linear lane reductions last summer, and there will be two more next summer.

Stanley Ryter: That's going to have an impact on freight with the World Cup.

Geri Poor: With I-5, there is a proposal out there to put a lid over more of I-5 than just the convention center. The sixth bullet is the virtual coordination center, which is something that some of the agencies are working together to get (unintelligible) among their different systems in emergency situations. There is a statewide parking study which we referenced below that WSDOT is working on. The State project falls into that waterfront electrification discussion. WOSCA site planning. And Complete Streets. So, that's a long list. Anyone want to add anything?

Dan McKisson: Under Port of Seattle I would put Seaport Alliance which will be monitoring potential expansion of the Coast Guard Base Seattle. They are talking about a lot more automobiles expanding into terminal space.

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Geri Poor: Got it. We can make that mark-up. Okay, I think we have only one or two more pages. Last page: Discussion: Are there missing projects or missing priorities or any goals? That's the first bullet. The second question gets to how do we align ourselves to cover the topics, because advocacy is independent of staff. I think Christopher Eaves had us sign up for each of the key projects and offered to track them and bring in reports on projects if there were any. I don't think that ever got traction, but that is a way of aligning ourselves. I think I will stop talking again and leave this open to board discussion.

Stanley Ryter: I do like the idea of assigning folks to track. Maybe we could self-select a few. Or figure out action on these projects and maybe we should have a presentation on it. I think that would help feed the content for the meetings, too. I'm certainly tracking the 509. They dropped the first segment cold. Stalled a couple of times to see where it goes or doesn't go. I've gotten interested in how that is all going to work.

Geri Poor: Thanks. That's great. Do the rest feel this way, too? Because we could bring this back with the edits next month, and have people raise their hands for certain projects, if we decide that we want to go that way.

Stanley Ryter: I like that idea. Anybody else?

Dan McKisson: I'm fine with that.

Nigel Barron: Me too. I'm already tracking the Coast Guard and WOSCA.

Herb Krohn: This is Herb. I'm okay with it.

Stanley Ryter: We're trying to set it up for next time, and get volunteers, and if you are interested in some of the projects, you get a homework assignment to take a look at the web page on planning, design, construction. What is the timeline? And then we can be more fully organized next time.

Geri Poor: Great! I will get Baker Council to organize these notes, and bring it back, as you suggested, Stanley Ryter. Thanks!

Stanley Ryter, SFAB Member:
Suggested, based on previous SFAB discussions, members are assigned or self-select which projects in the Work Plan they want to advocate action or see presentation. He further noted member volunteers would get "homework assignment" to review web pages on planning, design, and construction, along with sharing timelines.

Stanley Ryter: Thanks for your leadership on this particular issue.

PUBLIC COMMENT

Stanley Ryter: Great stuff. And then, any public comment from the remaining folks? I'm not seeing any public comment. So, I'll hand it over to Baker Council for the highlights of the 2025 WTA Safety Conference. That's the Washington Transportation Association. We have hard copies for those in the room. And he has emailed it out to the board members.

2025 WTA SAFETY CONFERENCE

Baker Council: I attended the Washington Trucker Association safety conference. I've got a couple of highlights just to show on the screen real quick, that may be of interest.

Stanley Ryter: Looks like this was October 9 and 10.

Baker Council: It was. They talked about the new federal rules regarding non-domicile commercial driver licenses and commercial (unintelligible) holders from registered rolls. So, basically about 200,000 truckers nationwide, and about 4,200 in the State of Washington. And basically, if you are an asylum seeker, refugees, or DACA recipient, and you are a non-domicile CDL holder, the new federal rule that went into place on September 29 is that State departments of licensing are required to start immediately removing those drivers from the rolls and essentially not allowing them to be CDL holders. The Washington Transportation Association (WTA) recommendation were for trucking companies to identify CDL holders who may fit that profile and downgrade them from the companies, essentially, and also to just follow the federal rules. So that was the first big item. The second new federal rule was about English language proficiency standards. This went into effect on June 25. It is basically a two-step interview where Highway Patrol would pull over a trucker, and the first part would be to ask the driver the origin and destination of the trip, driving time, info on the shipping papers, vehicle equipment, subject to inspection, and all of that is to be communicated from the trucker in English, essentially. The second part of that Highway Patrol interaction would be for the trucker to be able to identify traffic signs with ease,

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Baker Council, SFAB Liaison: Shared highlights from the Washington Trucker Association conference that may be of interests to SFAB, including the following: federal regulations on non-domiciled drivers; new federal regulations on English speakers and associated highway patrol inspections; cybersecurity issues, and combatting cargo theft and bill of lading fraud.

in English, of course. The WTA recommendation was that during the hiring process, motor carriers include in the document, an ELP assessment based on the roadside ELP driver interview and highway traffic stop for all prospective drivers. The third big item is about cybersecurity and ransomware threat prevention. They mentioned that Washington State is one of the top states hit by cyber-attacks. Some of the things that are happening are fake dispatchers/broker emails, ransomware, shutting down dispatch, field car theft, scammers pretending to be DOT, and AI voice scams that sound like your dispatcher or client. And the recommendation generally is to lock down your system, two-step verifications for your email logins, and safeguarding your data, training your team, training for the worst case, keeping one emergency device on hand. However, conversely, they also mentioned AI benefits for trucking companies to create email summaries, reveal invoices, flagging inconsistent billing, etc. Safety tips for AI: They mentioned just being wary of putting client names in AI software. And lastly, the fourth big item they mentioned was combatting cargo theft and bill of lading fraud. Organized crime is impersonating and falsifying documents and cyber fraud and brokering. The recommendation for that was to prevent theft and fraud by revealing freight procedures, invoking 24-hour notice, customers wrapping expensive goods in black plastic wrap so organized crime robbers to (unintelligible) this matter from those who may want to steal those goods, and just being vigilant. Those are just some highlights that may be of interest. I said that in the email, along with the more official documentation from the WTA to look at on the non-domicile holders and the English language proficiency new federal ruling. Any questions or comments on that?

Stanley Ryter: Thanks for that, Baker. I think with cybersecurity, you don't think of trucking as IT technology, but there you go. It is impacting every aspect of our lives, the tracking community not even being (unintelligible). Any other comment?

Baker Council: I did talk with the presenter from the cybersecurity, so if you want to have a presentation from someone like that, he said he would be willing. Just let me know. Any comments from the board?

Member: I'm just curious, because if you all remember, over a million dollars of whiskey was stolen in Washington through cargo fraud. It hit home.

PUBLIC COMMENT

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Stanley Ryter: Anybody else with a comment? Any public comment?

Geri Poor: Can I ask Dan Gatchet. I'm not sure if he is still with us. I think he was part of WTA in his career.

Dan Gatchet: I know a little bit about English as a Second Language (ESL) and some of the driving schools are passing these recent immigrants through the driving system without really testing them. And there have been some high-profile accidents. I think one down in Florida really got peoples' attention. For a lot of the recent immigrants, this was a great way to make a living, but if they have to go through the legitimate trucking schools to get the skill set to be able to drive a big rig. When you look, most of the trucks are 80,000 lbs. of cargo and truck and trailer going down the highways, you want someone who has been trained properly. So, I'm glad it's getting the attention it needs, and if it is interesting that we kind of follow this. So, I think that's fabulous.

Stanley Ryter: Anybody else?

Baker Council: Let me just add that I think I saw an article yesterday where Congress was looking to maybe codify some of these new federal rules into actual law. Just be aware of that, too.

Stanley Ryter: Shall we head on to our November agenda?

Baker Council: In terms of the agenda, do we talk about the meeting or the actual agenda?

Stanley Ryter: Meeting.

Baker Council: So, now the next meeting is scheduled for November 18, which is a week before Thanksgiving. And just for your information, the December meeting would be December 20.

Stanley Ryter: Okay, so if we have content for November 18, let's go for that, and then we can maybe decide to cancel the December one. I think in the past, we have

gotten the first week of December and skipped the November and December ones. But I think with a week before Thanksgiving and a lot of work in November, we will keep out momentum, unless anybody wants to motion differently. Okay. Any topics that are brewing for November?

Geri Poor: We could come back with a workplan.

CLOSING COMMENTS

Stanley Ryter: Yes. We could discuss the workplan, and then we will see as a couple of weeks go by what else we could put on the agenda. Any closing comments from any board members? Any closing comments by the public? Any motion to adjourn?

Nigel Barron: I move to adjourn.

Dan McKisson: I'll second that.

Stanley Ryter: All those in favor? I think we're good. Thank you, everybody. Enjoy the day. Great work today. See you soon.

ADJOURNMENT 5:00

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