

MINUTES

February 17, 2026, 3:30 – 5:30, Seattle City Hall Room 370

SFAB MEMBERS (QUORUM)

Stanley Ryter (Chair)

Grayson Thompson

Giovanni Mottolese

Geri Poor

Tyler Blackwell

Dan McKisson

Herb Krohn

Dan Gatchet

STAFF

Baker Council (SFAB Liaison)

Megan Sheperd (SDOT Director of Policy and Planning)

Katie Olsen (Strategic Advisor I)

Jim Holmes (OPCD Senior Urban Planner)

GUESTS

Jason Belosos (WSDOT Freight Program Manager)

Eugene Wasserman (North Seattle Industrial Association)

Ryan Packer

Max Brown (Desmond Consulting Group)

Mary Holland

1. Opening and Roll Call

Chair Stanley Ryter called the meeting to order. Baker Council indicated the attendance was a quorum.

2. Approval of Minutes

Chair Stanley Ryter indicated no minutes available at this time, with nothing sent from transcriptionist. However, Baker Council indicated minutes would be available for March 2026 meeting.

3. Announcements and Chair Report

No announcements.

4. Levy Delivery Plan

Megan Shepherd, Director of Policy introduced the Levy Delivery Plan:

- Thanked the Seattle voters for approving the May 2024 Seattle Transportation Levy, at \$1.5 billion, with both specific and flexible list of commitments to make to the voters. There are several different components regarding accountability and visibility that staff are trying to showcase to indicate how to best invest dollars to fulfill those commitments, including the following:
 - Levy Oversight Committee, to which Geri Poor is the SFAB member representative
 - Annual Performance Report
 - Dashboard for quarterly updates



- Levy Delivery Plan – this is what we are proposing to start this year, for work to be funded using Levy dollars. Due each year by January 31st.
- Will be meeting with all modal advisory boards
- 2026 is interesting and special year with the following highlights
 - Incorporates lessons learned on new programs
 - Careful consideration of how WSDOT Revive I-5 work and FIFA World Cup may impact Levy delivery
 - Public opportunity to review plan
- Today she will share the 2026 plan
 - Over 430 investments (projects in planning, design and construction; operations and maintenance efforts; and program development and implementation)
 - \$190.6 million appropriated to portfolio in 2026 budget. Some of this will be pushed out to future years.
 - Due to complex nature of capital project delivery and unforeseen risks, adjustments to the workplan may be necessary
- Freight Specific 2026 Planned Investments
 - Does invest more in freight related efforts than in previous years
 - Start construction: Diagonal Ave S Rail Removal; Industrial Area Right of Way Activation; and SW Manning Rail Crossing Improvement
 - Start planning and design: On derelict rail removal at Airport Way, S Idaho St at E Marginal Way S, W Marginal Way
 - Heavy Haul Network Pavement Analysis is very important to determine next steps and partnership with Port of Seattle
 - Noted that a lot of words like “planning”, “scoping” and “preliminary design” will be featured, because like a lot of programs this is year, 2026, is the year to get things mapped out and the construction in later years.
 - Harbor Island Scoping and Preliminary Design
 - Start Planning: Port Connection to I-90/I-5; Spot or corridor improvements connecting Port of Seattle facilities through SODO to I-90/I-5; and Greater Duwamish Manufacturing/Industrial Center planning and charrette
- Freight Specific 2026 Planning Investments II
 - Planning/design for investments in our freight network and connections to Port of Seattle
 - Advancing design on E Marginal Way 1st Ave S – 16th Ave S repaving
 - Paving improvements on S Spokane St from Airport Way S to 6th Ave S
 - Bridge preventative maintenance and structural design work for Ballard and Magnolia bridges, respectively
 - King County parks is extending Green River Trail from its terminus in Tukwila to Seattle city limits, with goal of the City of Seattle to connect Georgetown to Southpark Trail
 - Intersection upgrades

No Public Comments



5. OPCD's Manufacturing and Industrial Center's Subarea Plans

Jim Holmes, Office of Planning and Community Development Senior Urban Planner, shares updates from the two Manufacturing and Industrial Center (MIC) Subarea Plans, which is an effort required by the Puget Sound Regional Council (PSRC) to maintain continued eligibility for federal transportation funds for all similar locations in the region. An update was needed regardless, since adopted in 1998. PSRC, through Vision 2050, set out some chapter guidelines to look ahead 20 years as aspirational (not same as zoning ordinance), such as the following:

- Vision statement; land use; transportation; economic development; environment; public services

When plans are released in March 2026, half of each chapter is just descriptive (type of uses; zoning; and major changes over last few years) plus goals and policies for MIC. The key aspect is to recognize that these MIC plans fall under the Industrial and Maritime Strategy (IMS) process.

- The IMS was done in 2019, after citywide strategy council convened (interdepartmental team; 60+ community stakeholders; professionally facilitated meetings; 4 neighborhood sub-groups; engagement with BIPOC youth), with a consensus recommendation in June 2021. New industrial zoning framework was adopted in 2023 and reaffirmed in 2025 One Seattle Plan adoption and now working on 2026 MIC plans.
- In 2021 the Advisory Council recommended 11 strategies between investment, land use and action. Key features of the 2023 IMS included the following: land use protections for core industrial areas; zoning for Industrial Transit Oriented Development (TOD) near light rail; new capacity for 3,000+ units of new housing (workforce/middle income housing), and improve livability and environmental justice in edge neighborhoods (transition areas). A lot of the goals and policies are derived from stakeholder recommendations from IMS process, including strategy documents, market study prepared and environmental impact statement. Jim's team notified SFAB about IMS during its development.

MIC Subarea Plan Structure:

- Element Background
 - Overview and background information
 - Key challenges and opportunities
 - Sets context for planning in the MIC and identifies potential policy interventions
- Goals and Policies
 - Citywide Comprehensive Plan Policies
 - Growth Strategy Element
 - Land Use Element
 - BINMIC Key Opportunities and Challenges
 - ❖ Irreplaceable Water Dependent Uses
 - ❖ Dravus Light Rail Station
 - ❖ Ballard Light Rail Station
 - ❖ Residential Encroachment
 - ❖ Interbay Armory (after National Guard leaves)
 - Greater Duwamish MIC Key Opportunities and Challenges



- ❖ Sound Transit Light Rail Stations
 - ❖ Residential Encroachment
 - ❖ Reconnect South Park
 - ❖ Seattle's Container Port
- Goals for Both MICS (aspirational in 20 years)
 - ❖ Strong presence of industrial activity
 - ❖ Predictable land use policies
 - ❖ Transit that supports and is compatible with industrial activity
 - ❖ Healthy transit between industrial and non-industrial areas
- Transportation Element
 - BINMIC Key Opportunities and Challenges
 - ❖ Maintaining freight network
 - ❖ Integrating Sound Transit stations
 - ❖ 15th Ave W Corridor including Ballard Bridge
 - ❖ East – west connectivity in Dravus
 - ❖ Safe active transportation network
 - ❖ Travel time reliability of the freight network
 - Greater Duwamish MIC Opportunities and Challenges
 - ❖ Maintaining freight network
 - ❖ Integrating Sound Transit stations
 - ❖ Reconnect South Park
 - ❖ Safe active transportation network
 - ❖ Travel time reliability of the freight network
 - Goals for Both MICS (aspirational in 20 years)
 - ❖ Address freight network constraints
 - ❖ High-efficiency use of limited rights of way
 - ❖ Strong intermodal connections
 - ❖ Active transportation network safely coexisting with freight network
- Shoreline Areas Element
- Container Port Element
- Climate Element
- Economic Development Element
 - BINMIC Key Opportunities and Challenges
 - ❖ Brewery District
 - ❖ Interbay Armory
 - ❖ Encroaching Land Uses
 - ❖ Light Rail
 - ❖ Climate Change
 - ❖ Maritime Innovations
 - Greater Duwamish MIC Opportunities and Challenges
 - ❖ Light rail
 - ❖ Encroaching Land Uses



- ❖ Maritime Innovation
- ❖ Seattle's Container Port
- Goals for Both MICS (aspirational in 20 years)
 - ❖ Strong presence of industrial/maritime sectors and the living-wage jobs they provide
 - ❖ Equitable access to living wage jobs
 - ❖ Home to emerging subsectors of the industrial/maritime economy
 - ❖ A blend of Industrial Computer Technology (ICT) (Needs to be tech uses that have some part of their operations that make things, like when Oculus virtual reality glasses were doing programming, but also manufacturing equipment in the same place) and traditional industrial/maritime employers near high-capacity transit
- Environment
 - BINMIC Key Opportunities and Challenges
 - ❖ Contamination and Fill
 - ❖ Interbay Armory
 - ❖ Combined Sewer Overflow
 - ❖ Sea Level Rise
 - ❖ Bike Trail Connectivity
 - Greater Duwamish MIC Opportunities and Challenges
 - ❖ Environmental Justice
 - ❖ Water Quality
 - ❖ Contamination and Fill
 - ❖ Sea Level Rise
 - ❖ Bike Trail Connectivity
 - Goals for Both MICS (aspirational in 20 years)
 - ❖ Rehabilitation of environmentally critical area
 - ❖ Innovative Stormwater Management
 - ❖ High-quality network of open spaces and trails
 - ❖ Avoidance of environmental impacts on vulnerable populations
 - ❖ Reduction in greenhouse gases
 - ❖ Innovative green building practices
- Other City Policy Documents
- Existing Regulations
- MIC Specific Policy

MIC Subarea Plan Next Steps:

- Draft Plan – March 2026
- Public Review – March/April 2026
- Proposed Plan – May 2026
- Council Consideration – Summer/Fall 2026



SFAB Questions:

- Geri Poor: Heard the neighborhood sections mentioned within the MICs, like for Duwamish it would be SODO and South Park.
 - Jim Holmes: Clarified that some neighborhoods are wholly encompassed by the MIC, while some neighborhoods are part of the MIC
- Gray Thompson: Mentioned that you are going to maintain industrial uses, but also some places where non-industrial would grow and densify (like National Guard site). So if going to densify, not just maintain areas, then need to improve them to prepare for more traffic.
- Jim Holmes: The goal is to maintain and improve reliability. Also, there will be a transportation project list that will be available when plans are released.
 - Andrew Natzel: Yes, bicyclists and pedestrians will go at the same time. 80 or 90-seconds cycle length, depending on time of day, up from 70 seconds now.

No Public Comments

6. 2026 Washington State Freight System Plan

Jason Beloso, WSDOT Planning Program Manager and Scott McCollister, Freight Systems Planner presented on the 2026 WSDOT Freight System Plan. The state freight plan is federally mandated to be updated every 4 years, to be able to receive federal formula dollars. The state freight plan comprises 22,000 truck miles, 3,000 miles of railroads, 22 airports, 47,000 pipelines, and 75 ports. Much of the freight system concentrates in the Puget Sound regions, so SFAB is important and appreciated for its effort. Freight is important because 613 tons of cargo move to, through and from state at a value of \$723 billion. Likewise, Washington's freight dependent industries drive the economy with \$197 billion in GDP and 1.27 million workers employed by these industries. A combination of population and 45% increase in freight volume growth will exacerbate existing challenges for the freight system.

The Plan in General:

- Started in August
- A plan to improve the freight system in Washington
- Supports the state's six transportation policy goals
- Fulfills states' freight plan requirements under RCW
- Must include a Freight Investment Plan (FIP) identifying priority projects for NHFP funds
 - \$11M available per year from FY 2027 – 32, which is not a lot for freight needs, so have asked MPOs to prioritize projects for cities.
 - The caveat here is that the current federal transportation bill expires September 30, 2026, so a new one will be needed for this grant
 - NHFP is six-year, federal aid highway formula fund
 - Eligible projects are preliminary engineering, ROW acquisition, construction, rehabilitation and modernization, operational improvements and freight rail/intermodal projects



- Certified by FHWA as satisfying federal freight planning requirement
- Plan Emphasis Areas:
 - Supply chain lens (commodity corridors and multimodal connectivity)
 - Freight system resiliency
 - Economic competitiveness
 - Community impacts of the freight movement

Supply Chain Focused Plan:

- Freight supply chain is a full sequence of activities, infrastructure, and flows that move goods from origin to final customer, including production, processing, storage, transportation and distribution
 - End to end view how goods move across modes, gateways
 - Pinpoint critical supply chain nodes with the greatest impact e.g. delays, cost operational efficiency
 - Links freight flows to key industries, jobs, and regional/global economies
 - Identifies multimodal performance, access and reliability gaps
 - Assesses resilience to disruption and climate risks

Community Engagement

- 30 stakeholder interviews
- Online open house
- Overburdened communities/equity listening sessions
- Tribal listening sessions
- NHFP Webinar for MPO/RTPOs, cities, counties, ports and tribes
- Online open house and survey
- Social media posts
- Supports the state's six transportation policy goals

Community Engagement: - Preliminary Survey Feedback from Users

- Freight System Users
 - Preserving and upgrading freight-critical infrastructure
 - Ensuring reliable access to industrial areas, warehouses and distribution centers
 - Reducing congestion, bottlenecks and chokepoints that impact freight delivery
- MPO/RTPO, cities, counties, ports
 - Preserve and maintain or expand freight-critical infrastructure
 - Identify of enhance funding for infrastructure improvements
 - Reduce congestion and improve mobility/reliability on key corridors.
- Community members and groups
 - Traffic congestion and delays
 - Safety concerns
 - Noise



2026 Freight System Plan Next Steps:

- Draft Plan – July 2026
- Submission to FHWA – September 2026
- Would be happy to return around late Summer/early Fall, as plan is being wrapped up, to provide additional information or findings

SFAB Questions:

- Stan Ryter: Just to recap. You are developing a broader plan, for identifying projects and helping WSDOT to get funding through the legislature the different priorities.
 - Jason Beloso: Yes. We view it as a constrained plan, so \$11M/year doesn't do much compared to freight needs. But being able to package together and having legislature make final approval for funding is what is being sought. MPOs across the state will score in different methods.
- Dan Gatchet: Is it more like \$700M dollars for freight?
 - Jason Beloso: No. Governor's office and legislature directed state to split the National Highway Freight Program in half between state and local entities. So 5 years worth of funding is \$125M or \$11M/year.
 - Jim Holmes: The goal is to maintain and improve reliability. Also, there will be a transportation project list that will be available when plans are released.
- Geri Poor: Wanted to know how SFAB could provide feedback for November submission, since the board often submits written support.
 - Scott McCollister: We would want to have comments toward July 2026 timeframe, to allow us to make updates and respond and still send to FHWA by September 2026.
 - Scott McCollister: Would be happy to provide a copy to SFAB for review and comment when able to share more broadly.

No Public Comments

7. Better Utilizing Investments to Leverage Development (BUILD) Grant

Baker Council presented and made a request to SFAB for Letter of Support for the BUILD Grant. Intro to Letter of Support:

- The city is seeking \$2.8M to complete planning work for improvements to key segments of the Heavy Haul

Introduction in Letter of Support:

- Network, with these essential freight corridors serving as the backbone for port to rail goods movement, carrying some of the regions highest volume, overweight and over-legal truck trips between Port of Seattle's container terminals and the Argo Rail Yard. The planning will produce detailed conditions, conceptual design alternatives, cost estimates and preliminary project budgets.

SFAB Questions:

- Stan Ryter: More project description, but also a vote needed to say SFAB wants to do a Letter of Support.



- Would it be appropriate if the city is moving more money into this project, to impress the Secretary of Transportation, who may review it
- Gray Thompson: Wanted to express commitment from the city using the \$8M from the Heavy Haul Network.
 - Stan Ryter: Agreed. Grant funding agencies like to know you have some projects in mind and some funds you'd like to utilize. So highlighting the scope and where are you on the path to being shovel ready.
 - Dan Gatchet: Couldn't you also mention the East Marginal Way project, to which feds put in \$9M and the Port put in money, and basically the truckers are putting in money through the permits that they are purchasing to go on these Heavy Haul corridors, so talking about that aspect, shows the City's efforts to be a little more compelling
 - Gray Thompson: Called having some skin in the game, and showing the freight community in the city is committed to Heavy Haul Network and freight system.
 - Gray Thompson: "Extra-legal" should be changed to "over-legal."
 - Dan Gatchet: Also had some concerns about the term "indivisible" loads, which means that you can't reduce the weight on them, and a lot of those loads are actually "divisible" and can reduce the weight on them. So he advises not putting "indivisible" in there at all because it's opening up a can of worms.
 - Stan Ryter: "Indivisible" load is when you have like a transformer come off a ship.
 - Dan Gatchet: The break bulk can be divided up. You can have for export anyway, a lot of lumber coming in on rail system and being transported to T18, with loads being "divisible" so they are not overweight. Slippery slope.
 - Scott McCollister: Agreed, that there are some heavy loads, where you may need a special type of truck.
- Stan Ryter requested a vote to have Baker Council work on the Letter of Support with the requested details (consider "Indivisible"; EMW; Heavy Haul Network with "skin in the game"; and expanded scope), then have Stan authorized to sign it and including email to SFAB. Herb Krohn moved that SFAB provide a letter of support with the aforementioned modifications, seconded by Gray Thompson. Motioned passed.

No Public Comments

8. Freight Spot Improvement

Baker Council presented 3 locations that were identified for \$500,000 in freight spot improvements Program of the freight portion of the Levy (\$16M total for the 8 years) for 2026.

- The criteria for selecting the locations, which included final feedback from crews, were cost, ease of completion, drainage, soil contamination, road and rail at different elevations, trying to create more parking and greenspace (reactivation), alligatoring/cracking, and asphalt repair needed.

No Public Comments



9. March 2026 Agenda

Baker Council presented the following potential agenda items for February 2026 meeting:

- Sound Industrial Alliance update by their Director Daniel Lokic
- World Cup Improvements by City Staff

10. Adjournment

Chair Stanley Ryter requested motion to close meeting. Herb Krohn motioned to close meeting, seconded by Geri seconded. Motion passed.