



MINUTES

July 21, 2026, 3:30 – 5:30, Seattle City Hall Room 370

SFAB MEMBERS

Stanley Ryter (Chair)
Herb Krohn
Dan McKisson

Geri Poor
Tyler Blackwell

Marc Hoecker
Grayson Thompson

STAFF

Baker Council (SFAB Liaison)
Alisha Pena (SDOT Freight Program Lead)

Jules Posada (SDOT)

GUESTS

David Goldberg (Seattle Public Utilities)
Jason Beloso (WSDOT Freight)
Jason Hampton (Sound Transit)

Katie Drewel (Sound Transit)
Cody Reiter (Sound Transit)
Scott McCollister (WSDOT Freight)

1. Opening and Roll Call

Chair Stanley Ryter called the meeting to order.

2. Approval of Minutes

Minutes tabled from January, February, March, and May 2026 until next meeting.

3. Announcements and Chair Report

None

4. Opening Public Comments

No opening public comments.

5. Sea Level Rise Adaptation in Industrial Area of South Park

David Goldberg explained that he represents a small group that focuses on operations of Seattle Public Utilities in the geographic area of the Duwamish area, including Roberto Rodriguez as section manager and Rob McNagle doing corporate policy.

Background and Context

- In 2016, City of Seattle launched Duwamish Valley Program (DVP) aimed at residential communities to address challenges they were facing, including lack of city investment over the years, long-term presence near industrial areas including expectation that a child at birth may live 13-year shorter life span expectancy compared to richer areas of Seattle. So, idea was to erase that discrepancy.



- Determinants of health are things that the city can control, like access to jobs, healthy environment, parks and open space to make safer place to bike and walk, which provide an indication of how long you will live. The City began collaborating with other City departments, including Public Health, which is a shared department with King County. The goal here was to look at how the city spends money and delivers programs in the Duwamish Valley and figure out how we can commit to aligning the delivery of projects and programs to address community priorities. The community had done several plans and documents that expressed what they wanted and this Duwamish Valley Program really looked at how the city responded. It was not a grand visioning document, but a “how we can make a difference” document in these priority areas:
 - Healthy environment
 - Economic opportunity and jobs
 - Mobility and transportation
 - Public safety
 - Parks and open space
 - Community capacity building
 - Affordable housing
- Long Term Goals:
 - Anti-displacement
 - Workforce development
 - Climate change adaptation
 - Parks and open space
- Sea Level Rise and Seattle
 - This area of South Park had a number of ongoing issues including flooding. High tides, the highest of high tides that the area experiences, caused by Moon phases and the alignment of the Earth. Unfortunately for Seattle, these types of tides align with the highest rainy and storm seasons, so periodic flooding was being experienced by the industrial area of South Park. Also, know through research led by University of Washington, that a number of areas in Seattle would be impacted by sea-level rise, with biggest area being Harbor Island. Georgetown is a combined factor of drainage systems and industrial areas, while South Park industrial area is impacted by overtopping of the river. The impact would be on the operational ability of businesses, threatened number of residential pockets and potentially cause contaminants in industrial area to flood into the river that is being cleaned up. So SPU, from very beginning, because of obligation for cleanup and interaction with drainage became partner in this effort.
 - After showing a diagram that shows the modeling of the expected inundation of the industrial area of South Park, he noted that it is expected that combination of sea level rise, King Tide, and storm surge to overwhelm South Park several times a year in this manner. Very important businesses in this area, including those that support cargo movement to Alaska. In December of 2022, saw King Tide flooding along with atmospheric flooding on a scale not expected to see until 2100. So, this pushed SPU even more to take a leading role in capital planning. SPU has a large engineering



division that is used to deliver capital projects, and while SPU can't pay rate pay dollars for river flooding work directly, it can help support insofar as it doesn't damage SPU system or attracting funding for outside sources and using it to deliver a project.

- So started with description of what DVP is doing, then transitioned into sea-level rise adaptation, so need to go back to the origins of the work. That is to make sure all the investments do best to address 13-year life expectancy difference, underinvestment, habitat restoration, reduce residential and business displacement pressure, address lack of community spaces, and support industrial businesses. So not just a flood project, but a health and community resilience project.
- SPU can't pay for a lot of work, so bunch of funding from philanthropy for planning work. Report about to describe came from Robert Wood Johnson Foundation (\$600K) and Center for Community Investment (\$200K) for consultants but not staff time. It included both Georgetown and South Park to show how they could both thrive given sea level rise and changing conditions in the area.
- Community engagement lessons learned was the priority of flood mitigation, salmon habitat and community spaces. There was some tension between wanting to go big and doing it right. Questions about where the funding would come for this infrastructure. Lastly, public-private partnership would be key.
- Contents of the report include executive summary, existing conditions and flooding, community engagement, sea level rise adaptation vision and strategies, and next steps.

Duwamish Valley SLR Adaptation Vision and Strategy Report

- Purpose/Audience/Engagement – create shared understanding and roadmap for city staff and decision makers to explain to agencies what we are doing and bring them along as partners. Also, opportunity for the communities to be accountable via the vision and strategy. Lastly, an opportunity for funders to get money to project.
- Content – Shows maps and diagrams that visually describes the King Tides, storm surges, and the experience of how elements layer up and add to feet and feet of water and when it overtops Duwamish River. It also describes neighborhood flooding differences between South Park (over river's edge over city streets up to 80 acres) and Georgetown (individual properties) flooding, so City has different interest and abilities to address these things.
- Two-Part Approach
 - Public Action – things that the city can do on city owned property. So, on the map are purple-colored areas that are maritime dependent usage areas, while light green are facilities owned by parks department and public utilities. So, looking at knitting together a series of roads and City facilities to create some form of barrier for flood entering areas to the south. Areas that would be protected are yellow-colored. The streets that would be protected are very heavy freight use streets, such as S Fontanelle St, S Riverside Dr and 7th Avenue. From phased planned viewpoint, looking to work on drainage first (SPU project for 2030), water quality facility (SPU project completed in 2030), and Duwamish Water Park Expansion (SPR project for 2030).



- Partnership – private adaptation will need to reflect operation needs. Lot of private properties that are impacted, so can work as a regulator and collaborator so all stakeholders can meet their objectives. Some businesses have said they are ok with flooding periodically, but SPU not ok with water continuing across dozens of properties. May be ways to work with Port to find pieces for habitat restoration.
 - Examples: Walkway and Floodwall in Mount Vernon, WA along the Skagit River, with breaks in wall that allow pedestrians and vehicles to go through and put in aluminum logs when high flood event. Other illustrations to show how sea level protection and habitat restoration.

Next Steps

- In the Report – Stopped short of the vision, because no money to take to design. But recently have received FEMA funds for design work and early technical analysis. Also, the flood control district is funding with year-to-year flood prevention work as well as long form study. Looking to line up SPU investments already in motion, like the Drainage Improvements, Phase 2 and South Park Water Quality Facility. Need to lay out a multi-year or multi-decade effort in both South Park and Georgetown to fund different type of stormwater projects for urban flooding and preliminary engineering for sea level rise adaptation. Actively searching for funding.
- For the Team – Building project and support, by working on the technical analyses and preliminary design, integrating with SPWQF and Drainage Phase 2, engaging businesses and residents, initiating area planning, and formalizing collaboration with internal and external partners and funders. Grants support planning through 2026/2027. Cost estimates being developed. Public and private projects funded differently. SPU funding requires nexus with water infrastructure operations. Interdepartmental coordination needed.

Questions

- **Geri Poor:** Can you clarify if the atmospheric low-pressure zone meant it rains a lot?
 - **David Goldberg:** No. Wet air is lighter than dry air. So, for a mariner, they usually associate low pressure with a storm is incoming but doesn't necessarily mean a ton of rain. In this instance it followed this huge atmospheric river that we had and was a lot of rain in the region, but during this time it was not. We know the Howard Hanson Dam was doing its job of holding back the water, so we did not see flooding through the valleys. The University of Washington had data that indicated the lighter air allowed for the rising of the water. Could be other things like storm surge, although it is less this far inland compared to the coast. So, what made the difference in 2025 was the low-pressure zone. Some people insist it was the dam, but I try to point out what the researchers show.
- **Stanley Ryter:** Talk a little bit more about stormwater. Stormwater has an outfall which goes up to a certain elevation and once the water rises you can't treat the pipes, which is something folks don't think about?
 - **David Goldberg:** All along the river and shoreline we have stormwater outfalls, and most of these are not treated because we have multiple treatments, like catch basins and



things like that. Within the Duwamish Valley, because of the consent decree, SPU has to treat stormwater in this area. So not only do we have to collect stormwater, but treat and then go into Duwamish River. Usually what happens is during high tides there are flaps on the outfalls that keep the high tides water from going back into the neighborhood. Sometimes they fail, not working or not in place. So, in general on blue sky days the system will hold water for a period of time and drain out when the tides lower and won't be a problem. In the Duwamish Valley with the King Tides and low-lying land area we were getting more frequent back-ups of stormwater on the industrial streets. Georgetown also experiences this. King County has created the Wet Weather Treatment Facility to store, contain and pump the storm water back into the river after high tides. In this area the SPU has installed more drainage facilities and recently constructed a pump, that enables it to pump stormwater even at a high tide. If the high tide goes over the back of the river, then what we have is a large circulator pump, like a pump in fish tank, circulating water back and forth continuously. So that system will fail. So, it becomes an interest of SPU to prevent river water from over topping the banks and disconnecting the over topping from the storm drainage. Also, by virtue of storm drainage, when it is raining we have a barrier that prevents water from flowing into river. So, combination of SPU stormwater systems.

- **Geri Poor:** How long to publish?
 - **David Goldberg:** February of 2026. Started work before flood event and envisioned it as getting ahead of what we thought of as a future capital project, so very much led by community. As we experienced flood and city became involved in the response, it became a shared community project. Wanted to make sure the community felt comfortable that this would be a city led project.
- **Herb Krohn:** I have learned a lot about the land in that area, particularly Georgetown area. I had always believed all of this was regrading from the Denny regrade. Learned a few years ago that there was numerous regrades and landfills throughout that entire area. So curious how much the land was raised in the different areas south of Spokane St. Also, understand the Duwamish was completely filled in and moved. Also, learned that there are low tides dewatering and subduction of land and high tides uplifts that are occurring, but not sure how far inland or if ever measured but should be. What percentage of land south of Spokane St, between Beacon Hill and West Seattle, has been razed.
 - **David Goldberg:** I don't have a specific answer for you, but I've looked at this map. I can describe it. As you said the areas south of Pioneer Square south. It was much less between the City of Georgetown at that time and King Street Station. Looking at the topography of the shoreline, there is more consistent fill on the Georgetown side of the Duwamish River, from a variety of sources. The industrial properties have been razed several feet from the shoreline back. You can kind of see it largely if you look at the residential areas, you can see that it is several feet lower than Porson St that are diagonal and follows the old river of the layout of the area you can see that it is several feet lower than the roadway adjacent to the industrial area. You get a sense of the original lines of the area and the elevations. On the South Park side you can see where there are trees and where the residents. They built on dry land and farmed the



wetlands. The northern part, this area was large farming community originally. The last areas to convert to industrial areas were those previous farmlands. So those areas were randomly filled when they did the dredging of the waterway. So, we can look at the northern part of South Park and see the residential areas of South Park are lower by 2 feet than the roadway and the adjacent industrial properties. We know that the residents have been there longer, so we can see anecdotally of the 2' - 3' differential. I can't tell you how much that is but really impacts the way the two neighborhoods flooded.

- **Herb Krohn:** I'm curious about the uplift, the subduction, and the weights of that in all these different areas. I work on the railroads and how I discovered this is extremely low tides, tracks that would not roll out wood. We had accidents and derailments. I always thought of it as a fishermen's tale until we had an accident I had to investigate for the employees and I drilled down on it extensively with the U.S. Geological Survey and found the expert on the topic who said you can uplift and there is subduction miles from the shoreline. So, I'm wondering what that is in that area, don't think it has ever been measured, and also curious about the location of the Georgetown Underground Aquifer that has not been monitored for years.
- **David Goldberg:** I don't know about the underground monitoring, but I think we can find out about it, but SPU doesn't get water from aquifers. There is a large ongoing property between U.S. Geological Survey and King County on the underground water. So, right now our groundwater understanding is that it moves up and down the tide on a regular basis but expect with sea level rise to invariably have significant roll up the further you get away from it. Lot of different hydrologic, geologic seismographic considerations, just to give you a glance of it. We are looking at the flow of water and whether we are using sheet piles or what type of things in our structures. How deep do we want to go because of seismic or groundwater inundation. I'm beginning to get that level of detail that depth is such that it's going to be challenging to get great seismic stability. So, what that means likely is we are going to have to balance how quickly can rebuild if we have a seismic event and is the structure we are building amenable to being rebuilt in a seismic event. It is highly unlikely that a seismic and flooding event are going to happen at the same time, so we can make good judgement in engineering.
- **Herb Krohn:** I don't have to assume that the map was done by the federal government in the 1870s, of the entire area, and without aircraft was amazing. Scientist at the University of Washington who has done a lidar impression over that original survey so you can see where the Duwamish lays and riverbanks. It ran right through the railyard and that whole area has been filled.
- **Gray Thompson:** I took the time before this meeting to go through the Duwamish sea level rise report that SPU produced, which was very good. Is any plan being made to strengthen roadways, because as roadways get submerged, dried out and submerged again, they become weaker especially as you are taking about heavy trucks. So, I'm wondering in your planning are there any thoughts to make sure the freight corridor that we know will be flooded will be strengthened. What is the overall cost of this project to the city and to the taxpayers over 30, 50 or 100 years. As you know once you start building levies you will have



to start increasing levy heights, possibly put in levy walls, etc. So, once you try to contain floods it becomes very cost prohibitive in the long run. I have learned a lot about the land in that area, particularly Georgetown area. I had always believed all the regrading was from the Denny regrade.

- **David Goldberg:** First, freight roads, SPU and SDOT partnered previously on the first round of drainage and roadway improvements in South Park, and they were full street reconstruction projects and well received by the businesses in the area. I'm not saying all of them like the sidewalks, but the roads seem to be functioning well. In last go round, someone pointed out one of the curb bulbs was frequently rode over and they would like for us not to do that again. That is the approach to partnerships to build roads in the area that combine both SPU and SDOT. As you are all probably aware, there is a limited amount of money for freight arterials at SDOT and we at SPU have limited amount of money for drainage. So, we're trying to prioritize that. Our current Drainage Phase #2 project is looking at putting in drainage infrastructure that will be put under a future roadway project and under future seawall levy project. We are trying to get pipes in place first, then build collaboration with SDOT and beyond for the roadways. When we build the roadways, we build them to function the way industries need them. We don't have a plan to use the entire street network for resilience. We mentioned how this area of South Park is the most at risk for flooding, but other areas over time will be more at risk. There is another project led by Port of Seattle, called Adapt Sea, that will do risk assessment, looking at connection between the shoreline and transportation network. This could maybe provide some guidance for the citywide and the Duwamish and SODO industrial areas. So, I don't have an answer about how we can do the type of work we are expected to do, investing in roads and flood protection, concurrently in ways that work for the industrial community for long term resilience of the freight network.
- **Alisha Pena:** A lot of our infrastructure challenges, even without climate change, have been challenging across the country, region and city. Moving forward, we have some very expensive challenges, keeping our infrastructure in resilient working condition. Also, opportunities to come together for climate adaptation. In the past, we've been a bit more siloed with planning out projects and thinks these climate adaptation opportunities are a chance to leverage buckets of funding.
- **David Goldberg:** The funding side is interesting in terms of the capital stack and the limitations of what SPU funding rate payers can pay. We talk about the area in terms of who is this area important too, what is the value of this area, and who benefits from the investment that we make. We know that the individual property owners and the businesses will benefit from the flood protection. We know that the City will benefit from preserving industrial and maritime lands, because it's part of who we are, part of an important job sector, regional interests and benefits, plus nationally and internationally it is important. So, we are ideally looking regionally and nationally to fund the flood work proportionally. We pay a lot into taxes on community members, so let's line the different buckets that align with those different levels.
- **Therese Casper:** You are correct David. I was the APM with the SPU drainage and roadway partnership and South Park saw a great collaborative effort

6. No Public Comments

None

7. Sound Transit Activities in Duwamish MIC

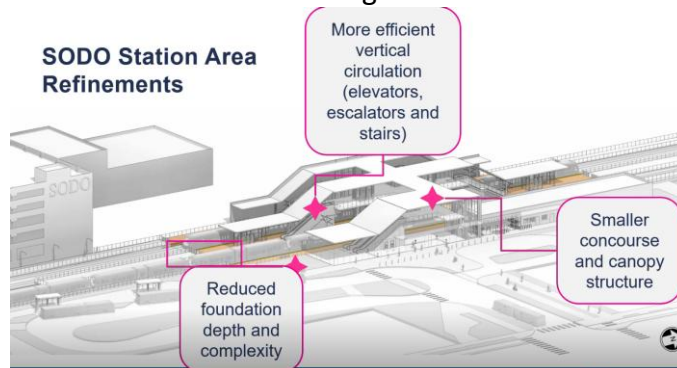
Katie Drewel shared that she represents a small team from Sound Transit, including Cody Reiter (Government and Community Affairs Director) and Jason Hampton (Commercial Director for West Seattle Link Extension)

Enterprise Initiative

- This is an effort by Sound Transit Board of Directors City over the last year to address affordability challenges facing Sound Transit and many other large infrastructure capital programs across the country. We have recently, as of May 2026, gotten an updated systems plan approved through Board of Director. This is the document that guides capital programs, scope and timeline for delivery of those projects approved by 2016 ballot measure. Based on current increasing costs across labor, materials, property acquisition, these cost drivers leave affordability challenges to the system expansion plan and long-range finance plan. So, in order to be in balance and make sure we have a sustainable capital program, the Board of Directors took some actions to create savings through some project deferrals or modifications. A few of note include the following:
 - West Seattle Link Extension
 - Removal of the Avalon Station to create savings
 - Ballard Link Extension
 - Fully funded to continue planning and final design for the entire project from SODO to Ballard, including 9 new stations and a new light rail only tunnel through downtown Seattle.
 - Final design funding for full project, but currently, anticipate only being able to afford an initial segment between SODO and Seattle Center, in Uptown/Lower Queen Anne neighborhood. We have work plan to address affordability for the rest of the project from Seattle Center north to Ballard. So, there will be ongoing work, in the coming years, to make the northern portion of the Ballard Link Extension affordable, in partnership with leadership at state and federal level.
- There are projects that are going to be deferred in capital programs to include the following: parking, access projects, Sounder projects, etc. They are currently unaffordable in capital programs, but future additional financial capacity could allow those projects to be delivered in the future. In order to have a long-range system plan and long-range financial plan, the Board of Directors have decided to defer projects on that list until future funds become available.
- Relevant Timeline Milestones for Active Link Projects:
 - The West Seattle Link Extension – only light project in capital program that has gone

through and completed the environmental review process. So, the planning phase is completed to advance to final design and construction. So currently in design phase and moving ahead with ROW acquisition and early procurement for construction. The later allow to begin construction activity as early as 2028, such as utility relocation, site prep, and initial enabling works in 2027.

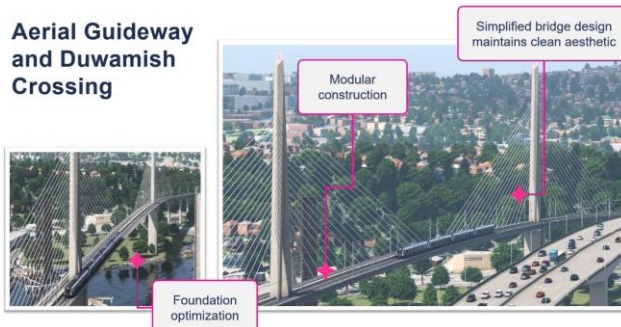
- Ballard Link Extension – still in planning phases and going through environmental impact statement process, hoping to release the draft version of draft EIS in 2026. New station locations and refinements have to be added to draft EIS and final EIS in late 2027. For Ballard it would mean construction activity closer to the end of this decade for the southern section of Ballard Link Extension, SODO to Seattle Center
- Next Steps: West Seattle Link Extension
 - Jason Hampton updated on what happened to West Seattle Link Extension, since the Record of Decision. It originally included 4 stations but will now be three with the elimination of Avalon Station. When project completed will reduce transit travel time from Alaska Junction to Westlake Station by 50%. So, a typical 30-minute drive will now take 16 minutes. It improves transit frequency, reliability, and capacity, provides a travel alternative if West Seattle bridge is congested, and facilitates redevelopment near stations.
 - The Board of Directors, through Motions Nos M2024-59 & M2025-36, gave directive to develop programmatic opportunities (across agency portfolio of projects) and project opportunities (unique for specific capital projects) to reduce costs: No Avalon Station; Alaska Junction Station refinements; shift Delridge guideway north; and SODO Station refinements.
 - SODO Station Area Refinements:
 - More efficient vertical circulation (elevators, escalators and stairs)
 - Reduced foundation depth and complexity
 - Smaller concourse and canopy structure
 - Would build new overpass at Lander between 4th Ave S and 6th Ave, separating train traffic from vehicle and freight traffic.



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- Aerial Guideway and Duwamish Waterway
 - Constructing a new clear span bridge (no in water columns), that matches the height of the existing West Seattle Bridge (140' height clearance).
 - Looked for more efficient design for cable stayed bridge using one row of cables



to hold up the bridge deck and cantilevering out the trains. One row of cables is a more efficient design and more easily and quickly constructed. Construction will use modular design approach, so bringing segments in and hoisting them up, instead of cast in place.



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- Delridge Station
 - Modifications realignment of station reduces cost
 - Improved bus station and site plan configuration
 - More efficient vertical circulation, concourse and platform configuration
 - Development opportunities nearby

Sounder South Capacity Expansion

- Katie Drewel provided information on current and future Sounder train goals
 - Current Service: Service Lakewood and Seattle with 13 weekday roundtrips, special train events
 - ST3 Investments: Additional trips (partially funded) and longer trains/platforms (deferred)
- Ridership is still down and has not recovered from the, 2020 Covid era, as much as light rail. However, people are taking trips at more parts of the day. So, this requires negotiating with BNSF for service on their ROW, plus track and signal improvement on both Sound Transit and BNSF ROW, environmental mitigation and the project costs.
- Sounder, uniquely among Sound Transit lines of services qualifies for Federal Railroad Administration grants and doesn't compete in the same Federal Transit Administration space and creates some opportunities.
- In 2024, they examined the appetite in region for going from commuter-based model to a more regional rail model, with the latter being a key industry word to describe more mid-day, evening, and weekend service. They think there is interest and demand, but no trains at that time. So, they will explore and negotiate with partners like BNSF and Santa Fe, including track and signal improvements along the whole corridor that BNSF/Sound Transit own, plus needing a NEPA review.
- Regarding freight, want to acknowledge, will be doing a lot of coordination with BNSF, Amtrak, and WSDOT Rail to determine where the capacity will be on the lines, and making sure all the corridor users have their needs met.
- This is an effort by Sound Transit Board of Directors City over the last year to address affordability challenges facing Sound Transit and many other large infrastructure capital



programs across the country. We have recently, as of May 2026, gotten an updated systems plan approved through Board of Director. This is the document that guides capital programs, scope and timeline for delivery of those projects approved by 2016 ballot measure. Based on current increasing costs across labor, materials, property acquisition, these cost drivers leave affordability challenges to the system expansion plan and long

Questions

- **Stanley Ryter:** Will this 3 Line also connect with Ballard?
 - **Jason Hampton:** West Seattle would be delivered first. Until Ballard opens, West Seattle trains would connect to SODO, then basically starter line like on the East Side. During that period buses will continue going downtown. Once Ballard opens the 3 Line from West Seattle would connect with existing tunnel through downtown, then on to through University of Washington and north to Lynwood. At that time Ballard extension would connect to Beacon Hill and south to Tacoma. Essentially, will connect to the regional system.
- **Marc Hoecker:** You mentioned coordination with Amtrak and WSDOT. FRA has a lot of programs that are out there right now. Could you comment in more detail in how that is working with like Corridor ID (CID), and also impacts freight being on the same line. So, I would expect a lot of commonalities to be able to accommodate Sounder and Amtrak traffic.
 - **Katie Drewel:** Over the past couple of years. There has been pathfinding work and operational and capital staff have been participating in the WSDOT led Cascade planning work.
 - **Jason Beloso:** WSDOT does have regularly scheduled meetings with Sound Transit do talk about CID and also coordination in terms of how Amtrak, WSDOT and Sound Transit can approach BNSF. They all want service expansion and improvements, however, they are all constrained by a particular facility owner that also operates a whole bunch of trains. So, they are having active conversations. Katie could help when SFAB is ready to figure out what the approach should be when negotiating with BNSF.
 - They are also looking at an initiative, called an Integrative Operating Plan, that looks at all the growth on passenger and freight rail, and seeing how to further maximize capacity on the existing system. Looking at opportunities for capital and operations improvements. Happy to talk with Sound Transit partners when they are ready.
- **Geri:** Thanks for presentation and great to focus on the Duwamish MIC. We have similar interests in Ballard, when that project moves along to how Sound Transit can work best with the Ballard Interbay MIC.
 - **Cody Reiter:** We would be happy to come back.
 - **Stan:** Thanks for the update. Definitely interested in Ballard and the West Seattle corridor.
- **Marc Hoecker:** You mentioned the 50% decrease in travel time for West Seattle, was that relative to car or bus?
 - **Jason Hampton:** Relative to a trip on a bus.



8. No Public Comments

No public comments

9. Missing Links for Burke-Gilman Trail

Presentation postponed till the August SFAB meeting.

10. No Public Comments

No public comments

11. 2026 WSDOT Freight System Plan Update

Jason Beloso (Planning Program Manager for WSDOT Rail, Freight and Ports) and Scott McCollister (Project Manager for Washington State Freight Plan 2026 Update) shared some of the preliminary findings from the WA State Freight Plan 2026 Update.

- Supply Chains - Unique to this freight plan update is really emphasis and focus on supply chains. Means taking end to end view on freight movement, particularly nodes, pinpoints, freight flows to key industries and sectors across the state, multimodal performance, access and gaps around reliability, resiliency analysis, and climate risks.
 - Noted a supply chain, that shows the agriculture supply chain for the state. Tonnage density was indicated as dark on corridor. Other elements represented were imports/exports, distribution hubs, grain elevators and intermodal facilities. Also showed where agricultural supporting business area, port, rail and waterway networks.
 - Supply chains just don't need infrastructure, but also continuity. So, when we discuss resilience and disruption events, this helps explain the impact when one node may go out of service what that cascade effect may be to other modes.
- Data and Partner Input
 - The data and partners were able to provide some key takeaways, that necessitates the WSDOT consider resiliency and the end-to-end movement of goods in the supply chain.
 - System concentration can provide efficiency but also create vulnerability
 - Hazard disruptions (EX: wildfires) have become an operating reality for supply chains
 - Recovery speed is the practical test of resilience for the freight system
 - What the Data Reveals About King County
 - Have disaggregated data using the Freight Analysis Framework data, a national data set that indicates inbound and outbound commodity flow
 - King County faces some of the highest natural hazard exposure in the state
 - The system plan uses freight activity hub, because they provide practical way to understand freight from the supply chain perspective, rather than individual mode. As the freight plan is developed, the published freight activity hub will be a key component of that supply chain story.
- Identified Trends
 - System Resilience
 - Trade Policy, Modal Shifts and Global Volatility
 - Innovation, Electrification and Energy Transition
 - E-Commerce, Land Use and Industrial Pressures



- Freight Mobility, Safety, and Community Impacts
- Federal Funding, Governance and Coordination
- Workforce Capability
- Next Steps and FSP Guidelines
 - Looking to make the primary plan 40 – 60 pages for user friendliness
 - More technical details will be shown as technical memos for more in-depth look

Questions

- **Geri Poor:** Do you incorporate comments for public before FHWA. What happens between September and November.
 - **Jason Beloso:** We're working backwards from there and working against a timeline. As a federally required plan the 4-year time plan is up on November 29th. FHWA asked for 60-day review period, so that's why we have to turn into them 60 days prior to November 29th.

12. No Public Comments

No public comments

13. Mid-Year Freight Plan Presentation

Alisha Pena and Baker Council presented a mid-year review of staff activities for 2026.

- Baker noted the vision, values and goals for SDOT. He introduced the 5-person Freight Program staff:
 - Alisha Pena, Freight Team Lead
 - Treysea Tate, Associate Civil Engineer
 - Erin Harris, Sr Transportation Planner
 - Baker Council, Sr Transportation Planner
 - Blake Morrison, Sr Civil Engineer
- The type of freight spaces includes the large-scale international terminals, Class 1 Railroads, multitude of truck types on Major Truck Streets, and last mile/final delivery vehicles.
- Alisha explained our freight Subject Matter Expert role and work in different freight spaces:
 - Project design review
 - Elevating freight and rail considerations into other plans
 - Operations and maintenance coordination for freight routes
 - Collaboration and coordination with industry
 - Staff the SFAB
 - Led development of Seattle Freight Master Plan (now Freight Element in Seattle Transportation Plan)
 - Advocate for investments in freight networks
 - Champion of all things freight, rail, maritime and industrial



- Alisha noted financial summary of the team since start of 2025.
 - Received \$45 million to spend between now and 2032, which is a lot. However, that amount doesn't go very far with capital projects. So, with the \$45 million dollars there is a lot of design work and hoping to pull together projects that we can work on with other partners at SDOT to leverage outside funding (grants).
 - For those familiar with levy programs, then you are aware there is a slow ramp up in the spending year to year. Still in the early planning phase of identifying projects and figuring out how to program and coordinate them efficiently with other programs in the area.
- Our work in freight space for 2026/2027:
 - Industrial Area Maintenance Initiative – active non-arterials that could have simple design fixes, such as pavement overlays
 - Westlake Ave FAB Lane – finalizing contract with UFL for evaluation and prepping signage for it, hoping to start at end of 2026
 - Truck Parking – just initiated
 - Railroad Crossing Asset Maintenance – minor maintenance to existing railroad advance warning system (E. Marginal Way Corridor sign/marketing design; FRA Quiet Zone affirmation process)
 - S. Holgate St Closure Mitigation Study – Federal Railroad Administration grant funded planning study (Mitigation of potential impacts due to the build out of Amtrak Maintenance Facility)
 - Various Grade Crossing Surface Enhancements – rail removal and new grade crossing surface
- Freight and Urban Good Movement
 - How buckets are broken out
 - Freight Spot Improvement (\$17M) - 32 small projects across life of Levy. Tactical improvements.
 - Heavy Haul Network (\$8M) - Port of Seattle/NWSA partner to conduct a pavement analysis, then big tasks is where to put actual money for construction and how we leverage that to get outside funding to maximize that \$8M. Hopefully can build Heavy Haul standard segments out onto the network
 - Freight Program (\$10M) - large programmatic, like SFAB
 - Port Connection to I-90/I-5 (\$5M) and Leary Way (\$5M) - political consideration on how to begin work and no specific projects identified yet. So, waiting on some guidance from leadership, but staff is going to the drawing board to work with stakeholders or work with SDOT teams on how to utilize funding effectively. More of seed funding for design for larger projects. Can hopefully do some workshops in the area, to put together a long-range strategy, for something like a future levy can have funding for construction of capital projects

Questions

- **Stan Ryter:** What does the Port Connections entail?
 - **Alisha Pena:** Represents one of our levy allocation buckets: Freight Spot Improvements



- (\$17); Freight Program (\$10M); Heavy Haul (\$8M); Port Connection to I-90/I-5 (\$5M); and Leary Way (\$5M).
- **Geri:** Can you speak to light blue and dark blue.
 - **Alisha:** Dark blue is meant to show budget was for that year. Light blue is the spending for that period.
 - **Stan:** So overall program wide
 - **Alisha:** Yes.
 - **Geri:** The dark blue carries over to the next year
 - **Alisha:** Over the life of the levy. Even after Levy stops it is not use or loose right away.
 - **Geri:** So, Freight Spot Improvement is anticipated at \$2M budget, but able to get \$500K out of the door. But Freight Program, able to spend nearly all (\$1.3M)
 - **Alisha:** Yes. Exactly. Like for Freight Spot improvement was able to get the following accomplished:
 - Made 6 rail crossing improvements
 - Advanced design at 5 grade crossings
 - Made 7 additional freight improvements
 - Initiated rail crossing elimination study
 - Continued work on Freight and Bus (FAB) Lane
 - **Geri:** Does general funds include salary
 - **Alisha:** We do have some funds that come from outside of the Levy. Where we are supporting particular projects outside of the Levy we do bill out staff time to those. We have additional funds that take care of overhead, and even my salary. They'll be another transportation Levy report coming out in 2026.
- **Herb Krohn:** Can we get some more specific information from Slide 9 about rail at S. Idaho St and those areas there along E. Marginal Way, plus rail removal along Diagonal Ave S.
 - **Alisha:** Do you want more information on just upcoming projects
 - **Herb:** Yes, just like to know what the plan is?
 - **Marc Hoecker:** I have just one comment. Tyler Schmidt and Geri are familiar as well. There is the National Highway System (NHS) Interconnectors program, which I know we did include Seattle as one of the case studies that actually I'm the project manager for the study that the FHWA is doing. Just highlighted, don't have to go into detail right now, that is an opportunity if you can get those designations to leverage money by getting the NHS designation through the Intermodal Connector program as way to position yourself for roadway funding for improvements like Heavy Haul.
 - **Alisha:** You're leading this for WSDOT
 - **Herb:** Leading for FHWA.
 - **Alisha:** Let us know if there is anything else we can do.
 - **Herb:** We've gotten everything we can do on a limited budget. I feel obligated to mention that, because that is a way for you to get and leverage funding.
 - **Alisha:** We are aware of it. There are few Intermodal Connectors on the network already.
 - **Herb:** There are some scenarios that are incomplete when you get a designation.



- **Stan:** Definitely all interested in seeing this developed. It's good news.

14. Adjournment

Chair Stanley Ryter requested motion to close meeting. Herb Krohn motioned to close Meeting, seconded by Marck Hoecker. Meeting adjourned.