

December 16, 2025 Meeting - Seattle Freight Advisory Board

Topics covered included: Mayor Elect Katie Wilson Transition; 2025 Annual Report; 2026 SFAB Workplan/Assign Project Liaisons Action; Revive I-5 Updates

This meeting was held: December 16, 3:30-5:15 p.m., via MS Teams and in City Hall Conference Room 370.

Board Members: Stanley Ryter, Nigel Barron, Geri Poor, Dan McKisson, Herb Krohn. Nicole Callais, Waylon Robert, Tyler Blackwell, Grayson Thompson, Giovanni Moltolese, Dan Gatchet

Public: Warren Aakervik, Eric Evans, Colin Rowe

Staff: Baker Council, Cass Magnuski

Attending: 18

Stanley Ryter: Good afternoon, everybody. This is the Seattle Freight Advisory Board, and today is December 16, 2025. We're going to start by introducing everybody who is on the board, and then we'll go to the members of the public to take introductions. We do have three new members today, so take a couple of words when you say hello. The three new members of the board were approved by City Council a couple of weeks ago, as I understand it. So, maybe a few more words from you guys?

Tyler Blackwell: Sure. I'm with the Seattle Business Improvement Area for the last three years. I have worked with a number of you in that role, and have attended a number of these meetings now. Freight mobility is a big priority for us down there, and we take a district-wide approach as well as being involved in helping to address some of those unique business access issues. So, we have pretty good knowledge of the day to day operations, not well known to the rest of the City. We promote safe freight mobility.

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ACTION ITEMS:

Meeting opening

Announcements

Stanley Ryter, SFAB Chair:
Noted the 3 new members recently approved by City Council, who introduced themselves; Tyler Blackwell; Giovanni Mottolese; and Grayson Thompson.

Stanley Ryter: Sounds great. Welcome aboard, Tyler. Let's go to Giovanni Mottolese.

Giovanni Mottolese: I come from Italy, and have been here for the last ten years, first in Los Angeles for three years, then I moved to Seattle. When I moved to Seattle, I worked for Amazon for over six years in the (unintelligible)...new generation for the data center. I like to work with supply chains. I wanted to use my technical skills and bring this here. (unintelligible)

Stanley Ryter: Thank you, Giovanni. Welcome!

Grayson Thompson: I'm a retired individual. I have lived in this City all of my life doing international television production, and also in international marine construction and design. Because of that, I am really interested in freight and how we move freight around the City. I've had a lot of experience moving freight around the Port of Seattle, both the main Port and through aircraft, etc. (unintelligible) And I am looking forward to working with everybody, and in how this process goes, and how this board interfaces with the Council, the Mayor, and in what you all do and how we can improve freight movement around the City.

Stanley Ryter: Thank you. It's a good time here. We're going to review our 2025 accomplishments and finalize our 2026 work plan today. So, that's good. Maybe we ought to go around the room and introduce ourselves with one or two sentences.

INTRODUCTIONS

Stanley Ryter: We will move onto approval of the minutes. Baker sent out the minutes the other day. Any motion to approve?

Geri Poor: I move to approve

Nigel Barron: I'll second.

Stanley Ryter: Any corrections or abstentions on the minutes?

Tyler Blackwell: I will just mention that I wasn't here for the last meeting.

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Stanley Ryter: Okay, we'll make those corrections to the attendance in the minutes. I think we can vote to approve the modified minutes. All those in favor? Any opposed? The minutes are approved. Let's move on to any announcements.

ANNOUNCEMENTS

Stanley Ryter: I attended an event for all boards that the City has. It's a very, very diverse group. I attended a little over a couple of weeks ago. It was good to see so many people volunteering in so many different capacities for the City. So, that was a good celebration of folks getting involved in all of the diverse opinions that really help make the City go. So, that was a good event, and one to participate in. On today's agenda, we're going to talk a little

Dan Gatchet: I just want to acknowledge Baker Council's getting the minutes out in a timely manner. It's always been kind of a pet peeve of mine that they should go out quickly, so I really appreciate him getting them to us before our meeting. So, thank you, Baker.

Baker Council: Sure. Glad to do it.

Stanley Ryter: Great. Thanks for that, Dan.

Geri Poor: May I chime in with a point of business for the committee. For people who are new, you may not know that I sit on the City's Levy Oversight Committee on behalf of the freight board. And since that levy passed in November of last year, the Levy Oversight Committee has just been gathering together and getting to know each other, and getting up to speed. And this committee will be going on for the eight years of the levy. And I have been saying all along that when someone else would like to step up and cover that seat, I will hand the reigns over to that person and give you some briefing on what has been going on there. But just to report out on the last meeting, it's still an education time for the current members.

Stanley Ryter: Many thanks, Geri. Any other announcements from anybody? We are going to talk about the Mayor's transition team updates. We're going to get into finalizing the annual report for 2025. We're going to look at the 2026 work plan and try

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Geri Poor, SFAB Member:
Made a request for a SFAB member to consider joining the City's Levy Oversight Committee on behalf of the board. She has held that position for several years and brief the newcomer on the advances of the Levy Oversight Committee.

to assign some project liaisons. And then, after that, I have just five minutes on I-5 and what is coming up. As an example, we like the people who track the projects. Then we'll look at our agenda, and that will be that for today.

OPENING PUBLIC COMMENT

Stanley Ryter: We're going to go to opening public comment. Any member of the public have any announcements? Hearing none, let's get into the next item on the agenda, which is Mayor-elect Katie Wilson transition updates.

MAYOR-ELECT KATIE WILSON TRANSITION UPDATES

Stanley Ryter: The issue came up that none of the transition team for Katie Wilson was announced. They are looking for someone with a freight background. It's not surprising, but we want to touch base with the Mayor. We did write an email. It did go to many of you, there were a couple of inputs, then we sent it off. I'm going to read the email that was sent for the record, and you have it on the screen. It basically says, "Dear Mayor-Elect Wilson, Congratulations on your election. We look forward to working with you at the Seattle Freight Advisory Board, advising on matters of freight and goods transportation and land use policies and activities. We combine Duwamish and Ballard InterBay manufacturing industrial centers to provide 50,796 industrial jobs and a total of employment of 54,940. We notice that your transition team policy area on environment affect this segment of Seattle's economy. We work with the other advisory boards, such as transit and pedestrian, and have collaborated closely with SDOT. We implement visionary projects, such as East Marginal Way, that balance the needs of freight, pedestrian, cyclists, and private users. We have an active board. Please tell us how to be of service. We would like to engage with you."

And we put links to what we do and who we are, which is on the web site. I did send that off. I think I got support from many of you. Any objections to having sent that?

Baker Council: Do you want me to show what the Mayor sent back?

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Public Comment

Stanley Ryter, SFAB Member:
Noted the communication between SFAB and Mayor Elect Katie Wilson. Her transition team is interested in increasing communication with SFAB to advise on freight related activity.

Stanley Ryter: Yes. So, the Mayor wrote back within a day or so. She says, "Thank you for reaching out. Our transition team members will be gathering input from a wide range of advisors over the coming weeks. We created this open structure because we recognize that the relatively small number of people selected for the work group teams would not represent every stakeholder or have every kind of expertise. I would love to have you and/or others representing the freight advisory board serve in their capacity as advisory boards during our transition process. I am copying several members of my team who can connect you with the right people, if you are interested in this role. (unintelligible) this copy are Nicole Vallestro-Soper, Brian Surratt, Andres Mantilla who may be more familiar with the City staff there...

Baker Council: I'm here six months, so I don't know everybody and am not familiar with those names.

Stanley Ryter: Yes. So, I think they are all on her transition team. The idea is that we would write back and say yes, we would love to have a meeting with any members of your transition team to get through the ideas of freight mobility and how they can really benefit a stronger Seattle. Any thoughts on a response?

Member: Are we looking to have them come here to present?

Stanley Ryter: Yes. We invite them to a meeting. We could reach out and say, "On your schedule, we could send a couple of folks to talk about the benefits of freight and the way we work through some of our freight initiatives." That would be another approach.

Member: Has anyone been through a Mayoral transition before?

Stanley Ryter: No, we haven't had a Mayoral transition in a few years, so this was an attempt to reach out and (unintelligible) policies for the new administration and be able to get an audience and some input on the benefits of moving freight through the City, and the issues and challenges.

Nicole Callais: I remember when, about four years ago, (unintelligible), so that was one way of doing it where you have a small community going out to meet with them.

But I would also like members of their team to our meeting, where we can maybe go over our work plan. (unintelligible)

Stanley Ryter: I just wanted to get input from everyone to see what might be the best move. We could send out a memo and say that these are our meeting times and we would be happy to have you come by for 15 or 20 minutes or whatever, and have a discussion between what we can offer and the importance of freight, and some of the issues you're facing on the Mayoral side, and see how we can advise. Does anybody have their hand up on the screen? So, it seems like the preferred action is to invite members of the transition team to the meeting and see if we can get anywhere with that.

Member: I'm curious. Either having someone from the team come here to share and for us to talk to them with the outcome of having the smaller conversations that means more of the information that we want to convey as the freight advisory board. We learn (unintelligible) policies moving forward, then the smaller team makes a lot of sense. Just in general, you get to know here's who we are; here's what we do. Maybe that will work.

Stanley Ryter: Right. It must be a specific agenda item to push. Maybe a broader conversation is better. We can touch on some of the upcoming projects and just an overall philosophy of keeping that strong maritime and industrial base among all of the other pressures in the City, which are many. I was thinking of sports, restaurants, and all of that.

Grayson Thompson: (unintelligible) just the fact that we are educating the Mayor's transition team. Do we educate them or are we trying to gain information from them as to how they want to interact with the freight board and what their views are on what freight means within the City, since you said that they don't have a freight specialist?

Stanley Ryter: Well, it's a small transition team and they don't have a freight specialist.

Nicole Callais: I think the word, (unintelligible), would be a good issue by saying why it's important and then go to some of the examples of what we're looking at.

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Stanley Ryter: We can offer up both, right? If you're available these times, please come to a meeting. If you would like to engage with us in a different way, we can send a couple of folks and go from there. I think I'll send that email

Tyler Blackwell: My concern is still the same. There's nobody on that transition team that even knows what a truck is. The closest they'll get to cargo on that transition team is cargo bikes.

Stanley Ryter: I think part of getting to a 15-minute City, or lots of pedestrians and bikes is to be able to move all the freight in and out to support all of that. And that's where there are some real benefits from a freight network, even if the emphasis is more density or more housing. I think freight is really an important part of that equation.

Well, I will draft up an email and maybe send it out to everybody. I don't know if I can do that. I can't do that. So, I will just draft up and email and send it and copy everybody. I'll send it to you and couple of your folks for review, and then we'll just respond. Looks like I have to get public comment between each topic. Any public comment?

PUBLIC COMMENT

Stanley Ryter: Warren?

Warren Aakervik: I'd like to make sure we identify the reason for a freight board. It's to inform the people in government, whether it be the Mayor's Office or City Council, what freight really is. It's about moving products for business and for the public. We have a big public. We have a lot of business and a lot of industry. So, I think we need to step in and say, "This is our job and we need to do it."

Stanley Ryter: Point well taken. Thank you for your comments, Warren. Let's head to the 2025 annual report.

2025 ANNUAL REPORT

Baker Council: I will pull this up.

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Stanley Ryter, SFAB Liaison

Chair: Suggested we can both invite the transition to hear what SFAB's mandate is about, but also request how they would like to interact with the board. Also, Chair Ryter will note the 15 minute city concept as requiring a high quality freight network to be successful.

Stanley Ryter: While Baker does that, we want to look over the 2025 annual report and make any final comments and vote on its approval so we can send it out. Essentially, Baker, do you want to take us through this?

Baker Council: Sure. You've already seen most of this. What you see in blue will be member's names, what you see at the bottom here. What has been added remains for some editing over here on the right. (unintelligible) Appendix B is the 2026 work plan. That is the actual work we are creating through this work we have done. At the bottom here, we talk about communication in a little more detail, provide some dates of some participation that we did last year, a Seattle Planning Commission meeting, STP workshop, and the comment letters. We provided some details on that. I think you have seen everything else. Nothing else has changed, like the agendas.

Stanley Ryter: Okay. And the work plan we'll talk about one last time today, and you would put that in. So, the recaps that we talked about

Baker Council: Just for your information, I found out that the annual report is not required to go to the transportation commission, but it is not a problem to do it, of course. But it's not required. Only one modal board, which was created in the 1970s, I believe, is required to present an annual report. But it's not an issue if we do it or not.

Stanley Ryter: Okay. so we probably should send it out. Does anybody want to discuss the paragraphs in there? Or any other comments?

Grayson Thompson: I only have one comment, and that is myself, Tyler, and Giovanni were not on the board in 2025 yet. But we are on this as signatories.

Baker Council: I should remove your names since you weren't officially board members.

Geri Poor: And I joined late.

Stanley Ryter: That way, you don't have the responsibility for all of our foibles last year.

Grayson Thompson: It's just a CYA.

Stanley Ryter: Yes, we can make that modification to show that you are the new members. We should thank the outgoing members earlier in the paragraph there.

Dan Gatchet: Quick question: Part of sending the agenda for each of our meetings in 2025 is that included?

Stanley Ryter: Yes.

Dan Gatchet: What is the purpose of that? It just seems like a long report.

Stanley Ryter: It's in the appendix. Any other comments?

Geri Poor: I suggested the design commission. Is it true that you went to the design commission?

Nicole Callais: I attended a meeting, I remember, of the board.

Stanley Ryter: Which design commission?

Nicole Callais: It's down there at the bottom under, I think, communications. It was my impression that you had gone to a meeting, but I might have conflated it with the (unintelligible).

Stanley Ryter: I did!

Geri Poor: You did! Okay!

Stanley Ryter: I don't remember going, but it was in June. (unintelligible) But I did participate in that.

Member: (unintelligible)

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Geri Poor: So, goals, priorities and initiatives.

Stanley Ryter: We'll go to the 2026 work plan shortly. We're working on a final draft here.

Grayson Thompson: This is just quite a bit of information for me because I'm new to this. I understand that you have produced letters and such that are going to Council and to the Mayor. Where can we find those to review those? Would that be something we would maybe want to put in there?

Stanley Ryter: We could make an appendix for that from the letters that we have sent in. So it's really all of the work we've done. We have at least three or four engagements, the Seattle Transportation Plan, (unintelligible) plan that wanted comments for SDOT. There were a couple more issues where we weighed in on maybe not putting housing near stadiums.

Nicole Callais: Another part of your question was where can we see those. I know other boards have an active web site, We might focus on getting that available internally to the City.

Baker Council: In my capacity, I want to make sure that (unintelligible), so are you suggesting that I put the letters into the web site?

Grayson Thompson: Yes, so that these can be obtainable by the board and also by the public. It will just make it easier to find. Quite honestly, I have looked through a lot of City web sites, and sometimes finding information can be extremely difficult. These would make us more transparent. And I also think, as far as including this, this is the kind of thing that the new Mayor's transition team, it would be viable for them to see the work that is done here. And pay attention to us, somewhat.

Stanley Ryter: Yes. An active web site is always good. Transparency is always good in government. So, good ideas.

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Nicole Callais, SFAB

Member: Noted that an active website should be available to post various documents that SFAB produces.

Grayson Thompson, SFAB

Member: Reiterated the need to have a website to make it easier for officials to pay attention to SFAB..

Dan McKisson: If you go to the Seattle Freight Advisory Board web site, and go to Board Correspondence, letters from 2011 up to October 27, 2023. We probably did a few letters in 2024, so it just needs to be updated.

Stanley Ryter: Okay, so the work plan is due in January. Anyone have a comment before we vote to finalize this and send it out? Motion to accept the annual report with final edits.

Nigel Barron: Second.

Stanley Ryter: I made the motion and Nigel seconded. So, we'll vote on sending out the annual report. And we will add the appendix with the letters that we did send. That way, it's just all in one place. All those in favor, say 'Aye.' All opposed? Motion passes. Next up is public comment. Any comments from the public. Hearing none, we will head on to the 2026 work plan.

PUBLIC COMMENT

2026 WORK PLAN

Stanley Ryter: Let's look at the work plan. I think we made some final edits here. But let's just go through it one more time, especially for the benefit of the new members.

Geri Poor: It's become urban legend here. This is the mission of the freight advisory board. I have not gone back to the original documentation or ordinance, but this is from the original ordinance on what we are supposed to do. Let's see if you have questions about anything as we read. I don't remember the year that that ordinance was passed, but I feel like this board has been in operation for about 10 years. Any comments on page one? Okay, now page 2. Anyone have a comment? No? We'll go on. 'Preserve, protect, and enhance freight mobility in the City of Seattle; preserve functionality on the street network; optimize freight flows; ensure asset maintenance occurs at ideal times for the preservation of the pavement system. The third sub-goal is: Ensure policy documents plan for, highlight freight needs. The second overall goal relates to funding, so we support and enhance funding opportunities. And thirdly, align federal, State, and local priorities. So, this is just saying that we want to ensure safety in the time, the

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Geri Pooer, SFAB Member:
Provided background on the
draft Work Plan

structure, and operations, advocate for sustainability, and recognize and endorse equity, environmental, jobs, and economic opportunity.

Tyler Blackwell: I have not been present for the meetings that you all were prior to this. I think one of the items that is covered is modernization of the freight network and uses. The City has added several hundred thousand people in the last two decades. Our grade system hasn't really adjusted in that time, and ensuring that we have that in this language I think would give us a little more specific base to engage. Our technology is rapidly advancing. We are right to accept more jobs (unintelligible), and so compromising our freight network for the future I think is really important.

Nicole Callais: It's really great to have your fresh eyes on this. As you speak, I think we have to question where people see words they want to change to make us more visible (unintelligible).

Tyler Blackwell: We need to optimize. Leaning into and encouraging the City to adopt additional technologies. With AI, you're seeing a shift in trade. It's being ready to encourage that.

Grayson Thompson: That comes back to those first three words, protect, preserve, and add. When I first read this, I had 'protect, preserve, enhance.' I would add 'improve.' To improve the freight transportation system throughout the City, there have been changes, but has it really improved over the last 15 years, along with the growth of the City.

Nicole Callais: I like that, changing it to preserving freight....

(unintelligible)

Stanley Ryter: The 'and monitor' is add modernization and adds a lot.

Nicole Callais: Okay, we'll figure that out on the fly.

Grayson Thompson: Yes, absolutely.

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Tyler Blackweel, SFAB

Member: Mentioned the need to talk about modernization and technology within the Work Plan.

Nicole Callais: And then, ensure accurate maintenance and modernization.

Grayson Thompson: We're still using the told freight network today.

Stanley Ryter: That's great. (unintelligible) being on the defensive and also looking for opportunities to improve our working goals.

Grayson Thompson: What's available to see how freight is moving through various areas? Has it improved over the last odd years? Are we moving more on, let's say, East Marginal Way or West Marginal Way, or less? How are things moving through the Port? What are the wait times for freight getting into the Port area, Terminal 5? What's going on with (unintelligible), all of these various things. I think we would agree that it would be nice to have some hard data on that.

Geri Poor: Another one I think is staff. We rely on staff to reign in parts of the City (unintelligible) facilitate that part of it. I think it would involve us in account information as members of the board, and if not, we could ask staff for support.

Stanley Ryter: And Baker Council has the presentations from staff where they have developed information. We have had a lot of presentations over the year from stakeholders and staff and SDOT. Some of them we have helped to suggest. Baker is on the lookout for parties to come and present.

Nicole Callais: To your questions, there is not a lot of hard data around. So, priority, initiatives for where we use advocacy. This is what Stanley started the meeting with the outreach toward the Mayor's Office. This is something that we need to be -- Stan is supposed to be working on protocol issues, so (unintelligible), On the other hand, we as aboard would do all of the open public meetings and that kind of thing. So, I think this first bullet is primarily things that you would do (unintelligible), as a board. The second one is critical. About a year ago at this time, people went around the room and voiced things that were important to them. And that included decarbonization and electrification, and not something that this board would typically get involved in. So, we can add additional initiatives here, or I guess that was made for STP, which was adopted. The second bit is the Comprehensive Plan which the Office of Funding and Community Development will be publishing a sub-area plan for you by June. The third

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Nicole Callais, SFAB Member

Noted that more hard data should be available. Also mentioned was taking on concepts like electrification and decarbonization, ideas not typically associated with freight program.

one is (unintelligible) and the fourth one is collaboration (unintelligible). Does anyone see anything important to add or (unintelligible).

Next: Here's where we get into the project tonight, things that we had talked about last meeting. Members of the board would take responsibility for certain projects. If you have a keen interest and are wanting to get smart on things, we can supplement. (unintelligible) Updating the board, updating each other. So, things that are in construction or implementation. I'm thinking Vision Zero improvement. I like having the Bike Rodeo, which is where citizens and truck drivers can get together and learn from each other. And the third thing for implementation is the 2026 World Cup in June and July. And there are a lot of concepts in design and planning, and this is a heavy lift. If you have any questions about any one of them, we can talk about it.

Stanley Ryter: We will present Revive I-5, which is by slides here, just as an example of looking at a few web sites and being able to (unintelligible).

Nicole Callais: The projects that we care about and the City's involvement (unintelligible) land use and neighborhoods and downtown. There is a member of the (unintelligible). Her name is Megan Kruse, and sometimes she comes and presents information about curbside pick-up and drop-off. Reconnecting South Park is a community driven project, a look at SR 99 down by (unintelligible). And then, there is a piece of property in the stadium area (unintelligible). The righthand side lists sustainability and environment, and when it was discussed last year (unintelligible).

Member: OPCD is the Office of Funding and Community Development. OSPD is Office of Sustainability and Environment

Grayson Thompson: What is WOSCA?

Member: That is the Washington and Oregon Shippers Cooperative Association. It's a WSDOT site.

Member: These are initiatives that are coming from those (unintelligible).

Geri Poor: So, the next page goes to other agencies? How far does (unintelligible) Sound Transit is looking at building Light Rail at the Duwamish and (unintelligible), and proceed (unintelligible) Sounder increases the number of train trips per day, but the (unintelligible). I don't know, Baker, have you been exposed to that much?

Baker Council: Yes. I have been to a couple of meetings, and they are going to be our researchers for Westlake Avenue FAB lanes. That's freight and bus lanes that we are trying to develop. We're going to do a study on it next year on Westlake Avenue.

Geri Poor: I'm going to quickly do the State WSDOT projects: Revive I-5. (unintelligible). Also look at 520 and (unintelligible), 509 near the airport (unintelligible). Management centers (unintelligible). Statewide, there's a parking study (unintelligible) on the waterfront and on the industrial area WOSCO site. We already touched on that so it would be the State-owned sites. The State also has a Complete Streets initiative, which is how to most safely serve more modes on streets. And there is also (unintelligible) I-5. (unintelligible) There's an I-5 master plan on the way, which deals with high speed rail.

We're almost done. Next steps. (unintelligible)...a couple of meetings to align ourselves with other topics and advocate for projects and work on policies (unintelligible).

Dan McKisson: Thank you. I may have missed it, but I'm thinking that we might want to add Holgate and the Holgate study somewhere in there. We've gotten notes in there but we may need monitoring. Thank you.

Stanley Ryter: On the SDOT page and on the other agency page, there are a ton of projects to follow. And it would be great if people would take one or two. I'm going to give a quick example of

Baker Council: I have a table I will put together. I will email it.

Waylon Robert: And some of these may not be super active now, but sometimes they gain momentum and it's good to get an update. Before we do that, do you have (unintelligible), and maybe the other agency's page. I'm curious and just want to be very (unintelligible) like Sound Transit West Seattle Extension. Some projects are

SDOT; some are Sound Transit-focused, and they have different responsibilities for it, but to cover the redesign of 4th Avenue South, the Duwamish, that needs a redesign at 6th Avenue South. Both are major truck streets. Both are arterials. (unintelligible) the relocation of bike lanes and trails as well as (unintelligible). And that will be pretty impactful. None of that falls within Sound Transit's. (unintelligible) ...looks and concepts, redesigns and (unintelligible). I'll say that Amtrak is going to change its use with the addition of Amtrak Arrow trains, which will (unintelligible) passenger rail and frequency.

Stanley Ryter: Yes, Amtrak is changing their train line up. They're getting different cars; they're rebuilding or adding more facilities in SODO right now.

Waylon Robert: The results of the King County Treatment Center that is set to go at 1st and Spokane. This is an eight-acre site, It will involve conveyance projects all throughout the Duwamish, as well, with another storage tank in Delridge at East Marginal Way. And then you have Port sites throughout SODO. This will be in eight-acre facilities, six to eight stories tall (unintelligible) a day, and it is said to be constructed on a consent decree from the federal government by 2034, with construction set for 2028-2029. It will be a big project going on at the same time as Sound Transit's, as well as other projects.

Member: Okay, so it's a consent decree, so it's a must-do.

Waylon Robert: A must-do.

(overtalk)

Stanley Ryter: Okay, great.

Baker Council: Mr. Chair, I have a table I've put together. It lists all of the projects that we just talked about in a table so we can identify which liaison we want to find.

Member: You're going to send it to him so he can add to that list.

Stanley Ryter: Does anybody out there have an interest in (unintelligible)?

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Waylon Roberts, SFAB

Member: Brought various rail improvements, street redesigns, and major new King County Treatment Center construction.

Geri Poor: I was working on this other draft plan. I'll put my name on that.

Dan McKisson: I'm asking for Dan Gatchet.

Stanley Ryter: (unintelligible) go down the list quicker. Okay.

Baker Council: All right. That's what I'll do. Let me just email it out to everybody. That way, while we go down the list real quick, (unintelligible).

Stanley Ryter: And again, the idea would be to when there is action, email, Baker could say I could talk five minutes on this. I think is for the board. You know. Today, I wanted to talk about Reviving I-5 because it kicks back up here in the first week of the year. Just getting that on everybody's radar. And then, over time somebody is going to look at the project and say, "We really would like somebody to come and present the finer points of this to us," and then we can reach out to our contacts and try to get through Baker to get a speaker to come.

Member: (unintelligible)

Stanley Ryter: And I think that's something that Baker Council mostly does here. But if there is a way to say I have a contact, let's reach out together, we will have to work out how we make the contacts with these folks. Sometimes even through the project, if you have questions, we can say we're looking for a speaker to come. So, there are different ways.

Baker Council: So, if you check your email, everyone, you should have this. So, you can go down the list and not have to wait to see what you might be interested in to be a liaison for a particular project.

Stanley Ryter: Anything on this page that jumps out at anybody. Now that Chris is calling it the Gateway Program, the WSDOT Gateway program is something we see every day with its incremental progress. And it's quite fascinating how that is going to be game-changing in some ways when those are done. That will be a study improvement in my humble opinion.

Member: (unintelligible)

Stanley Ryter: Yes, it's under WSDOT. Another project of interest to me, and who knows if it continues under the new administration, but the one on Aurora, Northern Lights. That would be under the City.

Nigel Barron: The Coast Guard base expansion.

Stanley Ryter: The Coast Guard base expansion for Nigel. If we just hit on these once a year, I think maybe that spurs outside speakers coming in. It's a great way to get content for the meetings. I think that's where we're at our best when we actually have a project in mind. Let's see if we can do a couple more today, and then as we do this, we can get people signed up.

Grayson Thompson: Baker, I think Dan is interested.

Dan McKisson: Want to do something around WOSCA and truck parking. Happy to take the Seattle Link Extension.

Stanley Ryter: You're following it anyway.

Grayson Thompson: And I would be interested in the Port connection, I-5 to I-90.

Overtalk

Herb Krohn: I'm interested in Holgate and also Sound Transit.

Waylon Robert: I'm interested in the WOSCA site, and the Coast Guard expansion. And I'd also be interested in the State Ferry Electrification project.

Dan McKisson: The Seaport Alliance.

Tyler Blackwell: Vision Zero.

Overtalk

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Stanley Ryter: We don't have to fill in every blank today, but just get the ball rolling in forward momentum. If we have additional choices, we can come back and we can look at the list again in a couple of months. I'll give a quick example of what I have in mind, just to get the ball rolling. (unintelligible) so this is accurate, and maybe we can say, 'Do we get a speaker or try to find a speaker if we are not organically getting enough presentations with SDOT, we can expand the search that way. Anything else here on the Work Plan? I don't want to go too long today. I think that was good work. Do we need to vote for the Work Plan? Any other comments on the Work Plan? Do we have a motion to pass the Work Plan?

Member: I so move.

Grayson Thompson: Second.

Stanley Ryter: There's a second from Gray. All those in favor of adopting the Work Plan? Any opposed? Motion passes. I am going to go to public comment.

PUBLIC COMMENT

Stanley Ryter: Any comment from the public? Baker, why don't you pull up the Revive I-5 Update. I just made some notes on (unintelligible). Nothing fancy here. But if we were to pull that up, I think Revive I-5. We had some last year. We had 900 feet of lanes, two left northbound lanes from the northbound side of the beginning of the bridge, 900 feet. It was long and painful, and that's how much we got done. There we go. Go on to the next slide. Really, the scope is pretty simple. The bridge was built in 1962 and it has never been completely resurfaced. So, it's the (unintelligible) resurface the upper bridge deck. It's not the express lanes. It's the entire upper bridge deck and it's made of concrete, which involves a lot of jack-hammering and taking it all the way down, putting in the rebar and repouring concrete, it's the bridge expansion joints. The drainage (unintelligible). There are a bunch of maintenance issues. Go to the next one. In 2025, if they complete the left two lanes, that was pretty (unintelligible). That lasted several months. And in the fall, they came back on four weekends, and punched through some much larger drains that collect storm water, storm water upgrade. So, let's look at 2026 on the next slide. If the weather is good, they will start on January 9

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Stanley Ryter SFAB Chair:
Shared updates on Revive I-5 project, with a purpose to resurface the concrete upper bridge deck.

through the 12. And that's going to be a weekend-long full closure to set up the work. The barriers out there to protect (unintelligible) and segregate the lanes. That will be a full northbound closure. And then, starting January 12 to June 5, the two left northbound lanes -- not the first 900 feet, but the rest of it. So, there are two left lanes from Roanoke up to about 50th are closed as they set that work zone. So, they're going to do those left two lanes all through June. The goal is to get everything reopened so that we can have the World Cup, which, from what I hear, is going to be a ton of visitors. So, all of the lanes will be open for that. I don't know that traffic will be any better. On the 10th through 13th, we're going to do another full weekend long closure to reverse the (unintelligible), and then, there's the two right lanes the rest of the year. That's a critical 900 feet that takes a longer time. We got a head start on the left lanes evidently. Weather permitting, we're going to close the freeway again all weekend just if that works out. This year, being from the south, I live up north. (unintelligible) I think there are secondary traffic effects. We'll look it up in a minute. On the next slide, 2027, (over talk) for the southbound lanes, basically, it's a three-year process. Let's go to the next slide quickly. So, while they're working on the northbound lanes, the express lane runs northbound 24 hours a day, which means if you're used to the southbound commute in the morning, you no longer have the express lanes to take the pressure off the southbound commute. So, both commutes are equally (unintelligible). That's the best way to describe that. (unintelligible) to the southbound lanes are the same, and if we're used to using the express lanes, it's okay one way but never the other way. So, that's the long and short of that. Of course, if you live in Seattle long enough, you can close (unintelligible) and the trickle down is (unintelligible). That's a little bit of an exaggeration. Anyway, that's an example of just a little project update. I think last year we tried to get someone from WSDOT to come in and do the communications, and they agreed, but it didn't happen. Now, we've all lived it for at least part of last year, and now it's coming back. We need to break for the World Cup. And I think the (unintelligible) is coming to Seattle, so that's another. So that's my project report.

Grayson Thompson: Great report. Thank you. Question. If you see something like in that report, how does this board communicate to whomever when they see an issue that may want to be brought up to the powers that be?

Stanley Ryter: That's a great question. Generally, we want to catch these things in the planning and design phase. That's when we really want to hear the presentation. And

then we comment and say, 'This negatively impacts freight this way,' and we've done that with many presentations over the last few years with bus lanes and planning, and East Marginal Way. The design team will come and present and then we are able to get our thoughts out there. For example, and this is an update, (unintelligible). This is where we don't want to be. But with the upcoming projects, to be able to get a presentation (unintelligible).

Grayson Thompson: I was thinking of the City of Seattle freight companies and people who have to move things around. It's a great timeline, and the first time I've seen that timeline. But as that timeline gets communicated to the freight companies within the City, the heavy haulers, etc.; and to the Port, and all of this, so they can modify their schedules and truck movement so they are not so heavily impacted.

Stanley Ryter: It seems like there was more energy around the communication last year. I got directed to the freight network, so I don't know. But again, we do it with our other groups and stuff.

Grayson Thompson: (unintelligible) That gives me a point where this board invites the Mayor and SDOT to communicate to WSDOT to be able to deal with something like this.

Stanley Ryter: Yes. It's getting influence inside the design phase on what the effects are. Any final public comment?

Stanley Ryter: We've got the January agenda.

JANUARY AGENDA

Baker Council: For January, I have the STSC, the School Traffic Safety Committee would like to present on South (unintelligible) safety improvements. Also Ben Margetic would like to present on the Seattle Center to Belltown Bike Project. And then I have the Seattle Industrial Alliance which is maybe for February. I'm not sure. But we could potentially have him for January to present on Seattle Industrial Alliance.

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Stanley Ryter: Okay, that sounds good. On that school safety traffic committee, they did find me at the Port's celebration. And they're really passionate about presenting their project at 14th and South Henderson. And I did say that I would drive by before the presentation and just have a quick look. They want to do something to improve safety around that school. And they're worried about the freight impact of that. They will be able to give a presentation on it. But if you're in the area driving by, pull up the road and take a five-minute look.

Dan McKisson: What's the school? That's South Park, right?

Baker Council: I'm not sure of the name of the school.

Stanley Ryter: We'll learn more next month, and I'm sure they'll bring maps and what the project is, and what they want from us. Great. Well, that's a start for the January agenda.

FINAL PUBLIC COMMENT

Dan McKisson: I don't know if you want to discuss this in January agenda, but I sent two emails to Baker Council during this meeting. One is the Council on the draft Regional Transportation Plan. This was a comment period from December 15 to February 2. Some people may want to comment individually. I am not. I haven't looked at it yet, so I'm not sure if we need to comment on it as a board, at least parts of that plan that impacts Seattle. And then, WSDOT has a 2026 Washington Freight System Plan. And I sent down to Baker that they have a comment period that closes on January 30. So, if Baker could possibly send it to everybody, that would be an elbow to you.

Baker Council: Okay. Will do.

Geri Poor: May I chime in? Dan, thanks for bringing that up. I have been representing with that, and when they called us, they said they were going to make it more legible, easier, less dense. And then they would have links on their web site. So, I actually went in this morning and looked. And there is a freight scoring map. So, the freight section is more a scoring map, which is a brand name. And typically, some of us are used to commenting on paragraphs and (unintelligible). And so it's something to look at. Dan, I

don't know if you said that Baker has a link to the scoring map, but that's where we should spend our time.

Dan McKisson: I sent them over before, Geri. It's easy to get that link.

Geri Poor: Okay. So I think it's interesting (unintelligible). I think one was more about (unintelligible) for the freight plan coming up. Does that ring a bell?

Dan McKisson: (unintelligible) And I don't know if we want to get a presentation from them or not at some point.

Geri Poor: Yes. I don't know if it is appropriate to call, or Baker, did you want to call and ask them when they would like to address the Seattle Freight Advisory Board?

Baker Council: Let's see. So I'm going to send that email, and then

Dan McKisson: I'll just send it to you, Baker.

Baker Council: Not just in January, but so we get them every year?

Dan McKisson: Right.

Stanley Ryter: Anything else you want to say?

Dan McKisson: Just on the safe freight planning, it used to be that it was required by federal dollars. I'm not sure it's still that way. I don't think Dan Gatchet is still on here, but he was involved pretty heavily over the past few years. That might be the motivation for that State (unintelligible) plan.

Geri Poor: Yes, there's a call for projects.(unintelligible)

Baker Council: I'll get that information to you, send that email just to let you know.

Geri Poor: Well, I think people don't know that we proposed having a social hour after this.

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Stanley Ryter: Yes. We'll discuss that afterwards. I think we're done. Motion to close the meeting. If you're in the room and not online, we're going to go to a little social here afterwards. So, we'll talk with you online. No public business will be discussed. Any motion to close the meeting?

Member: I motion to close.

Member: Second.

Stanley Ryter: All right. The meeting is adjourned. Thanks everybody.

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