

Puget Sound Zero-Emission Truck Collaborative

Meeting Summary | May 19, 2026

Attendees

- **Collaborative Members:** Mia Ayala-Marshall (Duwamish River Community Coalition), Sheri Call (Washington Trucking Associations), Logan Danzek (Communities for a Healthy Bay), Peter Gishuru (African Chamber of Commerce of the Pacific Northwest), Josh Grandbouche (Department of Ecology; *Alternate: Rosa Nelson*), Wayne Hammond (TEC Equipment), Peter Hasegawa (IBEW 46), Jennifer Keene (Puget Sound Clean Air Agency; *Alternate: Mary Cho*), Michael Mann (Clean and Prosperous Washington), John Mannetti (Puget Sound Energy; *Alternate: Heather Mulligan*), Dan Marshall (Tacoma Public Utilities), Betz Mayer (CALSTART), Leah Missik (Climate Solutions), Steve Nicholas (Northwest Seaport Alliance; *Alternate: Nicola Graham*), Alma Pacheco (Zeem), Emily Pinckney (Breaking Barriers Collaborative; *Alternate: Steven Alaman*)
- **Project Team:** Tom Beierle (Ross Strategic), Heather Christopher (Ross Strategic), Kyle Murphy (Cascadia Law Group), Patrick Couch (TRC), Erik Neandross (TRC)

Meeting Overview

This first meeting as “Collaborative 2.0” was held virtually on May 19, 2026, 9:00 – 11:30am Pacific. The objectives of this meeting were to:

- Discuss the transition to Collaborative 2.0
- Provide updates on recent zero emission drayage implementation efforts
- Begin discussing priority areas of focus for the Collaborative

Meeting materials and presentation slides can be found on the [Zero Emission Truck Collaborative webpage](#).

Opening

Heather Christopher and Tom Beierle (co-facilitators, Ross Strategic) welcomed participants and reviewed the objectives and agenda for the meeting, including the relaunch of the Puget Sound Zero-Emission Truck Collaborative as “Collaborative 2.0” with a greater focus on implementation, coordination, and problem solving to support zero-emission drayage deployment in the region. Heather led participants through an impromptu networking exercise where members were divided into breakout rooms to reconnect with one another, meet new participants, and discuss their interests related to the transition to zero-emission drayage.

Relaunching as Collaborative 2.0

Tom explained that the Collaborative is entering a new implementation-focused phase following completion of the Decarbonizing Drayage Roadmap. Rather than focusing primarily on roadmap development, Collaborative 2.0 will emphasize implementation, coordination, and problem solving to help overcome barriers and accelerate the transition to zero-emission drayage trucks in the Puget Sound region. The Collaborative is intended to serve as a regional “hub” for sharing information, coordinating activities, discussing challenges, and identifying opportunities for alignment across organizations and sectors.

Tom shared that this next phase of work will place greater emphasis on smaller workgroups focused on specific implementation topics and barriers, while the broader Collaborative will continue serving as a venue for information sharing and strategic guidance. He also highlighted workforce and jobs strategy development as a key area of focus moving forward.

Tom then reviewed the draft Collaborative 2.0 charter, including the Collaborative’s purpose, operating guidelines, and membership structure. Key aspects of the group’s purpose include:

- Supporting effective implementation of the Roadmap
- Identifying implementation gaps and new strategies where needed
- Serving as a regional hub for information sharing and best practices
- Supporting stakeholder engagement and public communication
- Helping attract state, federal, and private-sector funding and investment

Tom also reviewed several operating guidelines for the Collaborative, including:

- Seeking convergence rather than formal consensus
- Allowing alternates for member organizations
- Providing stipend compensation opportunities for community-based organizations and driver representatives
- Encouraging members to share personal perspectives and gather input from broader constituencies
- Keeping Collaborative meetings open to the public with opportunities for public comment

Tom encouraged participants to review the draft charter in advance of the next meeting, at which the Collaborative will discuss and adopt the charter. He also welcomed new member organizations joining the Collaborative, including Zeem Solutions, TEC Equipment, and Breaking Barriers Collaborative, and invited representatives from each organization to introduce themselves and their work.

Zero Emission Drayage Updates

WAZIP Launch

Betz Mayer, CALSTART, provided an overview of the Washington Zero-Emission Vehicle Incentive Program (WAZIP), which officially opened for voucher requests on April 29, 2026. Betz explained that WAZIP is a point-of-sale voucher incentive program for medium- and heavy-duty on-road and off-road zero-emission vehicles and equipment.

Betz shared that:

- WAZIP experienced very strong demand in the Class 7 and 8 truck categories immediately following launch.
- Some drayage fleets have already applied for vouchers.
- Funding remains available in the Class 7 and 8 category, including set-aside funding for small businesses and drayage fleets.
- Strong demand has also been seen for off-road cargo handling equipment, terminal tractors, agricultural equipment, construction equipment, and commercial harbor craft.
- Lower-than-expected demand has been observed for Class 4 through 6 vehicles and mobile power units.

Betz noted that CALSTART plans to conduct additional outreach to encourage participation. Upcoming WAZIP activities include:

- A June 17 update webinar
- Purchaser office hours and information sessions
- One-on-one technical assistance
- Ride-and-drive events across Washington
- Future WAZIP-focused working groups to gather stakeholder feedback and shape future program improvements

Key items from the discussion:

- Nicola Graham (NWSA) asked about timelines for potentially redistributing unused Class 4-6 funding if demand remains low.
 - Betz shared that redistribution could occur in approximately six months, though CALSTART may revisit the timeline depending on demand trends.
- Peter Gishuru (Africa Chamber of Commerce) asked about outreach to African drayage drivers and suggested organizing a small-group information session for drivers to better understand the program.
 - Betz agreed and will follow up directly with Peter.
- A participant asked about expected vehicle delivery timelines for awarded vouchers.
 - Betz explained that CALSTART's goal is to process vouchers quickly, but delivery timing depends largely on OEM production timelines.
- Another participant asked about the process for adding new vehicle models to WAZIP as they are approved under California HVIP.
 - Betz explained that CALSTART proactively reaches out to manufacturers as vehicles are added to the HVIP catalog and then evaluates them for inclusion in WAZIP.

Zero-Emission Drayage Assistance Program

Nicola Graham, NWSA, provided updates on NWSA's zero-emission drayage activities and new driver support efforts. Nicola shared the following:

- NWSA continues to support the Zeem charging depot project in SeaTac.
- NWSA is also working to unlock federal funding previously awarded under the Biden Administration for additional deployments.

- NWSA, with CALSTART, is launching a drayage-specific technical assistance effort intended to support drayage operators navigating the transition to zero-emission trucks: [Zero-Emission Drayage Assistance Program \(ZDAP\)](#).

Nicola explained that the new technical assistance effort is specifically designed around the unique business models and operational realities of drayage operators. Through the program:

- Any Seaport Alliance drayage operator can submit information through a web form and be connected with CALSTART for one-on-one technical assistance.
- Operators can receive tailored guidance related to vehicle technologies, operations, financing, and charging needs.
- Participation does not require commitment to purchasing a zero-emission vehicle.

Nicola also shared that NWSA and CALSTART are planning:

- Additional ride-and-drive opportunities for drayage drivers
- A trucker appreciation event at the Port of Tacoma on June 11
- A trucker feedback form to gather ongoing driver input and questions

Key items from the discussion:

- A participant asked whether NWSA has seen early interest from drivers in the new technical assistance program.
 - Nicola responded that the program has not been fully launched yet, and NWSA’s June 11 trucker appreciation event will serve as the first major public push. She noted that NWSA will likely reach out to Collaborative members to help share materials through their networks.

SeaTac Drayage Vehicle and Charging Deployment

Alma Pacheco, Zeem Solutions, presented an overview of Zeem Solutions and the SeaTac charging depot project. Alma explained that Zeem develops and operates shared charging infrastructure for medium- and heavy-duty fleets and currently operates seven charging depots nationwide.

Alma described Zeem’s shared charging model as a way to help fleets avoid major upfront infrastructure investments by converting charging infrastructure into an operating cost. Alma also described Zeem’s “in-yard depot” model, in which Zeem installs and manages charging infrastructure directly at customer sites.

Alma highlighted Zeem’s use of modular “MyGrid” charging infrastructure systems, which reduces trenching requirements, shortens deployment timelines, lowers installation costs, and standardizes pricing across sites.

Alma then provided an overview of Zeem’s existing and planned charging depots, including the LAX Depot, Port of Long Beach depot, SeaTac depot, and Essex, New Jersey depot.

Regarding the SeaTac project, Alma shared that:

- The project includes a shared charging depot located in SeaTac between the Ports of Seattle and Tacoma.
- The site will include 400-kW DC fast chargers and Tesla megawatt charging infrastructure.

- Zeem secured funding support from NWSA, City of Seattle, and Puget Sound Energy.
- The project is currently in permitting and pre-construction phases.
- Zeem is targeting energization in late 2026 with vehicle deployments expected in early 2027.
- Zeem is currently working with drayage operators to apply for WAZIP funding and conduct Tesla Semi demonstrations.

Alma also noted that Zeem hopes to host site tours for Collaborative members once the facility is operational.

Key items from the discussion:

- Wayne Hammond (TEC Equipment) emphasized that proximity of charging depots to existing freight routes and facilities is extremely important for fleets considering shared charging models and asked for the site's location.
 - Alma shared the SeaTac depot address with the group: 2612 S. 208th Street, SeaTac, WA
- Peter Hasegawa (IBEW 46) acknowledged that Zeem is using union contractors but noted that modular skid-based charging systems substantially reduce the amount of on-site electrical labor required, limiting the potential workforce and job creation benefits associated with charging infrastructure deployment.
 - Alma acknowledged the concern and agreed that skid-based systems reduce the amount of electrical work required on-site, while also allowing for faster deployment timelines. She noted that Zeem would be happy to continue discussing workforce implications and opportunities with IBEW representatives.
- A participant asked whether Tesla megawatt charging stalls would be incorporated into the SeaTac site plans.
 - Alma confirmed that Zeem has updated its plans to include Tesla charging infrastructure due to strong fleet interest in Tesla Semi trucks.
- Another participant asked about how Zeem is identifying and connecting with interested fleets.
 - Alma explained that Zeem is leveraging both NWSA relationships and Zeem's own fleet outreach and sales networks.
 - Betz added that CALSTART technical assistance efforts are also helping connect fleets with charging and infrastructure providers.

Driver and Fleet Perspectives

Peter Gishuru, Africa Chamber of Commerce, discussed the African Chamber of Commerce's long-standing work with African drayage drivers and emphasized the importance of ensuring drivers are included in implementation efforts and benefit from the transition to cleaner transportation. Peter highlighted:

- The large number of African drivers working in drayage and transportation sectors throughout the Puget Sound region
- Strong community interest in reducing air pollution and improving public health
- The need for continued engagement, inclusive outreach, financing support, and technical assistance

John Agaba, a trucking company owner and member of the African Chamber of Commerce Board of Directors, shared several concerns from the perspective of drayage operators and small businesses. John explained that:

- The upfront cost of zero-emission trucks is overwhelming for many drivers and small operators.
- Drivers are concerned about the cost of insuring high-value electric trucks.
- Charging logistics remain a major concern because many drivers do not have centralized parking locations and instead park throughout the region at warehouses, yards, or on the street.
- Drivers are concerned about charging times, battery range, and ensuring they can reliably meet strict port appointment schedules.
- Overnight parking and charging coordination will be a challenge for many operators.

Key items from the discussion:

- Wayne Hammond (TEC Equipment) responded to John's insurance concerns and explained that while liability and cargo insurance costs generally remain similar for electric trucks, physical damage insurance costs increase substantially because they are tied directly to vehicle value. Wayne noted that the trucking industry is actively working to address this challenge, though there is not yet a clear solution.
- Alma Pacheco (Zeem) responded to John's concerns about charging logistics and operations. Alma explained that Zeem works with fleets to understand their duty cycles and charging needs and helps integrate charging into existing operations, so fleets do not need to navigate those issues on their own.

Sheri Call, Washington Trucking Associations (WTA), shared the perspective WTA members regarding the transition to zero-emission trucks. Sheri noted that WTA is encouraged by the launch of WAZIP and the market signal it provides but emphasized that many concerns and uncertainties remain.

Sheri discussed several ongoing challenges, including:

- Availability of charging infrastructure
- Economic conditions within the drayage and freight industry
- Declining port activity and warehouse slowdowns
- Operational uncertainty
- Concerns regarding long-term viability and timing of infrastructure deployment

Sheri also noted:

- Fuel prices are not currently a primary driver of fleet electrification decisions.
- Many fleets are still evaluating the operational and financial realities of zero-emission truck adoption.
- Organizations like TEC Equipment provide significant resources and technical support to fleets considering zero-emission vehicles.
- California's experience demonstrated that some fleets purchased vehicles before charging infrastructure was available, leading to underutilized assets.

Sheri emphasized that WTA continues encouraging members to prepare for Washington’s long-term decarbonization goals while also recognizing that many fleets remain cautious about the pace and practicality of the transition.

State Policy Updates

Josh Grandbouche, Washington Department of Ecology, provided updates on several Ecology programs and rulemakings related to transportation electrification and zero-emission vehicles.

Clean Fuel Standard Updates

Josh provided an overview of Washington’s Clean Fuel Standard (CFS), which works by reducing the carbon intensity of transportation fuels and generating credits for low-carbon fuels and electrification. Josh noted that:

- The 2025 legislative session increased CFS carbon intensity reduction targets from 20% to 45% below 2017 levels by 2038.
- Ecology could further increase reductions to 55% beginning in 2032 under certain conditions.
- Ecology has initiated rulemaking to implement the updated legislation.

Josh also highlighted:

- A May 27 rulemaking meeting focused on transportation electrification.
- Updates to Clean Fuel Standard “capacity credit” provisions that now allow shared charging depots like Zeem’s SeaTac facility to generate credits.

Clean Vehicle Rulemaking and Fleet Reporting

Josh provided updates on Ecology’s ongoing clean vehicle rulemaking efforts, including:

- Maintaining alignment with California vehicle emission standards.
- Continuing work related to fleet reporting requirements to support utility planning and transportation electrification grant programs.

Josh explained that Ecology is considering:

- Ongoing reporting requirements for fleets with five or more medium- or heavy-duty vehicles and fleets with ten or more light-duty vehicles.
- Reduced reporting burdens compared to prior reporting efforts.
- Collecting data that would help utilities better plan for charging infrastructure needs and future fleet electrification trends.

ZEVergreen Initiative

Josh also discussed Ecology’s “ZEVergreen” initiative, launched in response to federal actions affecting zero-emission vehicle policies and funding. Josh explained that:

- Ecology conducted extensive stakeholder outreach and received more than 200 public comments.
- The effort focused on identifying barriers to transportation electrification and potential state strategies to support clean transportation adoption.
- A summary report is expected soon and will outline key concerns and proposed strategies.

Key items from the discussion

- Sheri Call (WTA) thanked Ecology for its collaborative engagement with industry stakeholders over the past year and expressed support for the proposed fleet reporting efforts.
- A participant asked whether the ZEVgreen report would contain major surprises or lead to future agency-request legislation.
 - Josh stated that while the report will not contain major surprises, Ecology continues evaluating future policy opportunities and implementation strategies.

Tesla Semi Update

Patrick Couch, TRC, shared updates from the ACT Expo regarding Tesla Semi production and deployment. Patrick noted that:

- Tesla's Model Year 2026 Semi trucks are now entering production.
- Tesla's Nevada factory has a stated production capacity of 50,000 trucks annually.
- Fleets currently testing the trucks have generally provided very positive feedback.
- Tesla's pricing strategy and aggressive charging infrastructure pricing may significantly improve vehicle economics, particularly when paired with WAZIP incentives.

Erik Neandross, TRC, added that:

- Tesla has begun building production vehicles and initially plans to deploy trucks within its own operations before expanding to retail customers.
- Tesla expects to deploy approximately 3,000 and 5,000 trucks over the next year.
- Tesla believes the Semi can compete economically with diesel trucks under certain applications and duty cycles.

Key items from the discussion:

- A participant asked about Tesla's planned megawatt charging network in the Seattle-Tacoma region.
 - Erik explained that Tesla currently has approximately 50 charging sites in development nationwide and expects to focus development where vehicles are ultimately deployed, likely along major freight corridors.
 - Another participant added that Tesla intends to prioritize charging and service center deployment based on actual fleet demand and vehicle order concentrations.
- Erik noted that Tesla's megawatt charging network is expected to be interoperable with non-Tesla vehicles using megawatt charging standards.

Implementation Priorities

Tom revisited the implementation priorities that had emerged through recent one-on-one conversations with Collaborative members, including:

- Charging/fueling infrastructure planning & deployment
- Grid planning & readiness
- Workforce development
- Driver education & training
- Vehicle affordability & business case for adoption

- Financial incentives and access to capital
- Equity for drivers and communities
- Accelerating vehicle deployment and scaling pilots
- Engaging shippers

Tom noted that after reviewing the range of priorities raised by members, it became clear that all of the identified topics are important and interconnected. Rather than attempting to rank priorities against one another, Tom suggested that the more useful question for the Collaborative is where the group can provide the greatest value through coordination, information sharing, and collaborative problem solving. Tom referenced several examples raised during the meeting where Collaborative coordination could potentially help accelerate implementation or address barriers, including:

- Insurance costs for electric trucks
- Charging infrastructure access and siting
- Connecting fleets and drivers with available incentive programs
- Workforce and job creation considerations.

Tom noted that the Collaborative plans to continue this discussion in future meetings as members identify where focused workgroups or additional coordination efforts may be most useful.

Public Comment

No public comments.

Wrap Up and Next Steps

Tom reviewed next steps for the Collaborative, including:

- Posting meeting materials and notes to the Collaborative website
- Continuing review of the draft charter prior to the next meeting
- Planning additional implementation-focused discussions and work planning activities

Heather conducted a poll to determine availability for the next meeting date. Based on participant responses, the group selected July 9, 2026 as the preferred date for the next Collaborative meeting.

Tom and Heather closed the meeting by thanking participants and presenters for their continued involvement and emphasized the large amount of implementation activity now underway across the region.