

# Puget Sound Zero-Emission Truck Collaborative

## Meeting Summary | October 13, 2023

---

### Attendees

- **Collaborative Members:** Aaron August (Puget Sound Energy), Sheri Call (Washington Trucking Associations), Christine Cooley (Puget Sound Clean Air Agency), Logan Danzek (Communities for a Healthy Bay), Tyler Dickens (HTEC), Steven Hershkowitz (WA Department of Commerce), Jim Jensen (WSU Green Transportation Program), Colin Lay (PACCAR/Kenworth), Betz Mayer (PNWER), David Logsdon (Seattle City Light; *Alternate: Angela Song*), George Mitchell (Mercer Logistics), Leah Missik (Climate Solutions), Steve Nicholas (Northwest Seaport Alliance; *Alternate: Nicola Graham*), Christian Poulson (Duwamish River Community Coalition), Jeremy Stewart (Tacoma Public Utilities), Keith Weir (IBEW 46), Tracey Whitten (City of Seattle; *Alternate: Elsa Brown*)
- **Support Team:** Tom Beierle (Ross Strategic), Heather Christopher (Ross Strategic), Dennis McLerran (Cascadia Law Group), Patrick Couch (GNA), Erik Neandross (GNA), Consuelo Davis (S&A), Kate Nolan (Northwest Seaport Alliance), Tania Park (Port of Seattle)

### Meeting Overview

This third Collaborative meeting was held in-person at the Sea-Tac Conference Center on October 13<sup>th</sup>, 9am-1pm Pacific and online via Zoom. The objectives of this meeting were to:

- Understand key issues, concerns, and benefits of the transition to zero-emission trucks from the perspectives of near-port community members
- Hear and discuss potential solutions, key questions, and data needs from small group Issue Teams
- Hear updates on key Washington state policy developments related to zero-emission heavy-duty trucks
- Hear updates on outreach and engagement activities for the Collaborative

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

### Opening

Tom Beierle (facilitator, Ross Strategic) reviewed the objectives and agenda for the meeting and led a go-around of introductions and icebreaker.

## Community Issues, Concerns, and Benefits

### Discussion and Q&A with near-port community representatives

Christian Poulsen (Duwamish River Community Coalition) and Logan Danzek (Communities for a Healthy Bay) spoke about the experiences of near-port communities and anticipated impacts of the transition to zero-emission drayage trucks.

As a member of the South Park and Georgetown community, Christian shared insights and concerns about his neighborhood and how it's impacted by the drayage sector. He noted that the South Park and Georgetown communities are some of the most diverse areas of Seattle with English not being the primary language for many residents. They are poor neighborhoods, with approximately 70% of residents living well below the poverty line. The communities are considered vulnerable and have limited access to green spaces, with only 40 square feet of green space per resident, compared to nearly 400 square feet on average for other Seattle residents. These communities are heavily impacted by drayage trucks due to their proximity to ports and warehouses. Diesel drayage trucks contribute to significant health issues, including high cancer rates, premature birth rates, and asthma. South Park and Georgetown experience a 13-year gap in life expectancy compared to other areas in Seattle. The lack of designated parking means drayage trucks often idle in front of homes as they wait for port access, releasing exhaust fumes and attracting traffic and crime in neighborhoods.

The transition to zero-emission drayage trucks is a positive step for health, especially for reducing asthma and noise pollution. However, hosting charging infrastructure for electric trucks is concerning to community members, given the amount of critical infrastructure already present in the neighborhood (including a school bus barn and landfill). Community members would like to see more green spaces and parks, as well as more sidewalks and improved transit infrastructure. Christian highlighted the need to ensure this transition leads to high-quality jobs for residents and protects communities from gentrification. Christian also emphasized the importance of engaging with communities to understand their concerns, particularly around safety. He suggested allocating some of the investment funds into impacted communities and fostering collaboration with both communities and agencies.

Logan shared that near-port Tacoma neighborhoods faces many of the same issues around health impacts, equity concerns, and congestion associated with the drayage sector. Tacoma has some of the worst health disparities in the state, with certain areas experiencing a 25-year gap in life expectancy compared to other neighborhoods. The Port of Tacoma is home to the only privately-owned state detention center in Washington, which houses up to 1600 individuals in an area that is highly susceptible to emissions and pollution from drayage trucks and shipping. Logan shared concerns about the introduction of new sources of diesel emissions, particularly in the context of the Bridge Industrial Warehouse project. He emphasized that it will be important to address how the transition to zero-emission drayage trucks fits into overall efforts to reduce diesel emissions in Tacoma. Logan reiterated the importance of clarifying the benefits of the transition to community members. He underscored the need to ensure benefits are localized and targeted in ways that address historical economic and environmental injustices.

Key items from the discussion:

- There is a need for greater coordination among various stakeholders and a holistic approach to addressing the complex impacts of transportation on near-port communities, such as parking, traffic, and the growing demand for goods in cities.

- The potential for green jobs and job training is a crucial component of the transition and should be included in the roadmap.
- Funding for improved coordination and workforce development is essential and may come from federal funding sources.

## Update on Outreach and Engagement

Consuelo Davis (Stepherson & Associates) shared updates on the engagement process for drivers and near-port communities. A draft engagement plan is in progress and will be recirculated to Collaborative members. The S&A team is currently working on developing key messaging and online survey questions to gather input from truck drivers and trucking businesses. The team is also planning to hold small group listening sessions with drivers in November and participate in community briefings and industry events in December/January. The S&A team will provide another update at the December Collaborative meeting and will share email updates throughout the engagement process.

Collaborative members can support engagement by:

- Helping S&A identify and recruit driver participants who may be interested in listening sessions in November.
- Share the surveys with your networks (when final) via email listservs, social media, or other channels.
- Share surveys at fall/winter industry events, if attending.

## Policy Updates

### Draft Washington State Transportation Electrification Strategy

Steven Hershkowitz (Department of Commerce) provided an overview of the draft Washington State [Transportation Electrification Strategy \(TES\)](#). The TES includes modeling to inform EV infrastructure investments and suggest policies and investments that are needed to achieve maximum electrification through 2035. Steven reviewed modeling results and draft policy recommendations to achieve the state's 2030 targets (see meeting [slides 18-34](#)).

Key items from the discussion:

- One participant noted that the TES seems overly optimistic, highlighting that \$40 million in incentives is not enough to pay for this transition.
- On the proposed policy recommendation to assess Clean Fuel Standard (CFS) credits for e-fuels, biofuels, renewable diesel (slide 32), there is concern about locking in solutions that will never be zero emissions. Participants noted that the CFS is intended to ratchet down emissions in the near term, with the ultimate goal of electrification. Suggest that the TES look at incentives for all types of low and zero-carbon fuels.
- On the proposed policy recommendation for anti-idling law and enforcement for diesel vehicles, there was support for increased enforcement. In the region's current diesel truck program, trucks are disabling tracking systems, making the program challenging to enforce.

- One participant asked if there is any analysis in the TES about travel patterns for the vehicles that are serving the ports, noting that not all of these trucks are operating within a 50–100-mile radius. Many of these trucks are operating 24 hours a day with drivers sharing trucks. If this is the case, companies will have to increase the size of their fleets to accommodate ZEV charging and range limitations.
  - Steven replied that the TES didn't model drayage trucks specifically; it relied on synthetic trip data. Commerce does not have data on exact duty cycles for trucks serving the ports.
  - Steve Nicholas noted that the Northwest Seaport Alliance is about to kick off an analysis that includes drayage routes and parking patterns.
- A participant asked whether the TES considered an analysis of competition for renewable energy to produce hydrogen versus charging battery electric vehicles.
  - Steven shared that the TES model looked at total cost of ownership, not electricity demand.
  - Tyler Dickens (HTEC) noted that if hydrogen hubs produce green hydrogen, this could affect the total cost of ownership.
  - Steve Nicholas noted that given the recent [hydrogen hub announcement](#) in the Pacific Northwest, the Northwest Seaport Alliance will have role in demonstrating the role of clean hydrogen in cargo handling.

### **Joint Transportation Committee Medium and Heavy-Duty Vehicle Infrastructure and Incentive Study**

Betz Mayer (PNWER) shared updates on the Joint Transportation Committee [Medium and Heavy-Duty Vehicle Infrastructure and Incentive Study](#) (JTC study). The goal of the JTC study is to design an incentive program that helps build a medium and heavy-duty ZEV market in Washington, in alignment with the Transportation Electrification Strategy. The study will incorporate stakeholder feedback from across the state and will be submitted to the Legislature on January 2, 2024. Betz provided an overview of the proposed incentive program, including the recommendation to provide a point-of-sale voucher to dealerships to reduce the purchase price of vehicles, similar to California's [Hybrid & Zero-Emission Truck & Bus Voucher Incentive Program \(HVIP\)](#). Drawing from lessons in California that dealers have experienced capacity constraints for training/educating fleets on ZEVs, the proposed incentive program also includes a voucher preapproval process that helps ensure fleets have a baseline knowledge of what is needed to transition their fleet to ZEVs. Betz reviewed next steps, including an invitation to join a focus group before the December 14<sup>th</sup> presentation to the Joint Transportation Committee (see meeting [slides](#) 35-45).

Key items from the discussion:

- Erik Neandross shared that GNA facilitates a group similar to this Collaborative with the ports of Los Angeles and Long Beach. Drawing on their experience with a voucher program, Erik highlighted the need for the JTC study to consider who receives tax benefits through 1099 forms. The California program assumed this would go to the dealer, but when it goes to the dealer, they pass it onto the customer.
- Regarding infrastructure incentives (slide 42), one participant asked if some of the program funding would go toward charging infrastructure in addition to vehicle purchase, given the current lack of charging infrastructure.
  - Betz replied that the program will provide support for infrastructure planning and ensure key stakeholders (e.g., utilities) are engaged in the process.
- One participant commended Betz and the team for gathering direct feedback from a broad list of stakeholders.

- One participant noted that the issue of tax exemptions on certain interstate equipment has come up in conversations with drivers in Washington. It currently falls onto the user to apply for exemptions. The participant suggested that a tax exemption apply to a whole class of trucks.
- One participant asked about the possibility of a drayage carveout in the JTC study.
  - Betz replied that the JTC study process is learning from California and considering carveouts for smaller fleets and minority-owned businesses.
- A participant commented that “pre-approval requirements” sounds like an obstacle to smaller fleets.
  - Betz shared that the goal of pre-approval is easing the administrative burden on dealerships who are training and educating fleets on electric vehicles.
  - One participant suggested reframing the language to highlight education and training.

### Climate Pollution Reduction Plans

Christine (Chrissy) Cooley (Puget Sound Clean Air Agency) provided an overview of the [Climate Pollution Reduction Grants \(CPRG\)](#) program. The CPRG program is administered by EPA and provides \$5 billion in grants to states, local governments, tribes, and territories to develop and implement plans for reducing climate and air pollution. CPRG is comprised of two phases; the first a non-competitive grant to develop strong climate pollution reduction strategies (\$250M), and the second a competitive grant process for implementation (\$4.6B). The Puget Sound Clean Air Agency (PSCAA) is serving as lead organization for the four-county region that encompasses the cities of Seattle, Tacoma, and Bellevue. Given the region’s leadership on climate, the PSCAA is confident in its ability to secure funding for Phase 2. Chrissy reviewed the CPRG program timeline and deliverables, components of the plan, funding tiers, example transportation measures, and next steps for pursuing Phase 2 implementation grants (see meeting [slides](#) 46-55).

Key items from the discussion:

- Given that PSCAA is likely to secure a large amount of Phase 2 funding, a participant suggested that PSCAA collaborate with smaller individual entities that have Phase 1 grants who likely won’t receive Phase 2 funding.
  - Chrissy replied that PSCAA is working to make its Phase 1 pollution plan as inclusive as possible so that it will accommodate a wide range of projects, including those from individual entities.
- One participant asked whether utilities are participating in the planning process this year, as they face various barriers, including UTC policies and supply chain issues.
  - Chrissy shared that a utility workgroup is currently in progress, ensuring that utilities are engaged in the process.
- Chrissy highlighted that the current funding is one-time and set to conclude in 2030, which warrants efforts to ensure this coordination continues beyond the CPRG program.

### Issue Team Summaries and Discussion

This session was skipped due to time constraints. See meeting [slides](#) 57-73 for summaries from each Issue Team. These summaries will be shared with Collaborative members following the meeting for any refinements or questions.

## Roadmap Initial Outline and Research Agenda

Tom reviewed an initial roadmap outline and requested feedback from participants. A revised outline will be shared with Collaborative members following the meeting for any refinements or questions.

Key items from the discussion:

- The outline shouldn't refer to "minimizing disruptions," since the transition to zero-emission vehicles will necessarily disrupt the current system of diesel-fueled drayage. Instead, the outline should refer to minimizing adverse impacts on those least able to adjust and facilitating a just and equitable transition.
- The outline should reference non-financial incentives like preferential appointments at the ports. Participants noted that there is an appointment system at ports, but drivers don't have much confidence in it.
- The Collaborative should consider expanding the scope of the Roadmap to consider factors beyond zero-emission drayage, like lower-carbon liquid fuels and longer-distance routes.
- The outline should include recommendations for charging/fueling infrastructure design, especially the critical need for security at charging stations (including cable theft and security for the trucks themselves).
- Suggest adding a section on "technology innovation" to the roadmap, considering potential advancements like wireless charging.
- Suggest adding sections to the report about metrics of success, co-benefits, and when analysis will be updated.
- The outline should include a reference to workforce development, including training and apprenticeships.
- The outline should reference enabling policies like EV-ready building codes at warehouses, where trucks will likely park to charge.
- The Roadmap should discuss the importance of timing infrastructure development, so it is available when fleets begin procuring and using zero-emission trucks.

## Public Comment

No public comments.

## Wrap up and Adjourn

Tom Beierle reviewed next steps coming out of this meeting, noting that a summary of today's meeting and all materials will be posted on the website.

Following the meeting, the consulting team will share a draft summary of the small group Issues teams and a revised Roadmap outline for review and feedback.

The next full group meeting is planned for Monday, December 11<sup>th</sup>.