

MINUTES

May 19, 2026, 3:30 – 5:30, Seattle City Hall Room 370

SFAB MEMBERS

Stanley Ryter (Chair)
Nigel Barron

Geri Poor
Tyler Blackwell

Marc Hoecker
Grayson Thompson

STAFF

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

Chris Eaves (Outgoing SDOT Freight Program)
Trevor Partap (SDOT Supervisor Traffic Ops)

GUESTS

Lucian Go (Port of Seattle)
Lizzy Kay (Seattle City Light)

Graham VanderSchelden (Northwest Seaport Alliance)
Trevor Partap (SDOT Supervisor Traffic Ops)

1. Opening and Roll Call

Chair Stanley Ryter called the meeting to order.

2. Approval of Minutes

Minutes tabled from January, February, and March 2026 until next meeting, because there was no quorum to approve them.

- Geri Poor noted for the February 2026 minutes, on page 6, the part about “Thomas St” should be removed as it is a different discussion.

3. Announcements and Chair Report

Chair Stanley Ryter noted that Chris Eaves would be retiring as the Freight Program Lead in a few weeks. Chris noted his upcoming retirement and thanked the board one last time, as the Freight Program Lead. He had an opportunity to overlap with the new Freight Program Lead, Alisha Pena. Alisha introduced herself and noted her experience working in freight and maritime related positions in the states of Texas, California and Washington. Stan noted that he had worked with Alisha on various projects in the past and felt the city was getting a solid person in this position. Geri Poor acknowledged Chris for all the things accomplished over the years. Chris said that the new staff members would continue the Freight Program’s mission.

Chair Ryter wanted to note an article from the newspaper about the city repealing the law allowing housing south of the stadiums. He felt this was a good win for the freight community, and felt it was an issue to continue to explore in SFAB. He mentioned that several groups and City Council members were excited about getting housing in the area, but it would require further study which was the conclusion from his understanding.



4. Opening Public Comments

No opening public comments.

5. FIFA World Cup 2026: Overview

Trevor Partap provided updates on the World Cup preparation and activities that would be starting in a bit over three weeks.

- Shared the round of matches:
 - Group Stage –
 - Belgium vs Egypt (June 15th)
 - USA vs Australia (June 19) and day includes Juneteenth celebrations and a Seattle Mariners baseball game
 - Bosnia and Herzegovina vs Qatar (June 24) on Pride weekend
 - Egypt vs Iran (June 26)
 - Round of 32 (following round) – two games (July 1; July 6)
- Match Day Overview and Crowd Projections
 - 750K visitors expected, with match day crowd estimated at 100K based on historical FIFA data.
 - Also, days between the games are expected to be the most crowded as two team supporters are leaving, while another two team fans are simultaneously incoming.
 - 60K tickets for stadium (additional seats for media, etc) and 40K expected to just be enjoying the ambience, including music stages and vendors set up.
- Key Planning Assumption Driving Match Day Operations:
 - All weekday matches, with gates opened 3 hours earlier
 - 80% non-Single Occupancy Vehicle Travel
 - Only one entry point at the North gates.
 - Fewer public parking options as the North Lot will be used for fan activation, plus in Pioneer Square with vending, music, etc.
 - 2 Marches to the Match. Expanded street closures.
- Anticipated Match Day Impacts
 - Zone 1: Stadium Vicinity
 - Full street closures and restricted access; high pedestrian volumes (stadium and transit); and limited space for additional large-scale programming
 - Zone 2: Downtown SODO
 - Increased congestion and transit demand; fan activations (watch parties, vending, and rallies)
 - Zone 3: Citywide
 - Regional travel (EX: Vancouver – Seattle); Visitors distributed across Puget Sound; and system-wide transit demand
- Mobility Strategy – Citywide to support regional travel demand
 - Focus – systemwide coordination
 - Maintain key arterials to support transit and freight (construction pause)
 - Coordinated operations for quick response (TOC, SRT, and crews)



- Anticipated Impacts around stadium
 - Street closures
 - Expect large number of pedestrians
 - Around stadium, transit stops, waterfront, etc
 - Ticketed fans, non-ticketed fans and visitors
 - Marches to the match
 - Traffic diversions to avoid congestion
 - Localized detours around stadium street closures
 - Alternate routes to bypass the SODO/downtown area
- Key Messages Across All City Departments
 - Seattle expected to welcome world
 - Expect changes on match days
 - We know this is challenging
 - Safety comes first
 - Stay informed

SFAB Questions

- **Chair Stanley Ryter:** Revive I-5 is open which is a plus.
 - **Trevor Partap (SDOT):** The ship canal has been reduced from 4 lanes to 2 lanes in NB direction, then after June 13th will resume work by starting on SB lanes. Summertime is prime time for driving so made to have FIFA moratorium in the WSDOT specs when they put contract out to bid, so no additional cost.
 - **Chair Stanley Ryter:** Any lessons learned from events like Monday Night Football or big one-off events.
 - **Trevor Partap (SDOT):** The city is definitely learning from all big events. June 19 will be a great opportunity, as there are so many events happening that day. However, SPD will make the call if crowds clear out, to open some streets up earlier. All the local transportation agencies have been paying attention, including insights from big events like Seahawks Superbowl Parade.

SFAB Questions

- **Grayson Thompson:** Since that is like dropping a rock in a pond, as far as effects, what about the 60+ cruise ships that will be at terminals between June 15 and July 15, bringing in another 180K visitors? How is that going to deal with their need to get in and out of area, traffic congestion, and the large container ships coming in which are not stopping? Recently, he was stuck in traffic all the way to I-5 because of drawbridges. So, can they identify freight only corridors as this event is going to negatively impact deliveries?



- **Trevor Partap:** The City has definitely touched based with businesses, plus a lot of delivery companies don't want to be in this area on those game days. For example, lots of pedestrians on streets and trying to make right turns is not ideal. In terms of cruise ships, we have on a Seattle FIFA calendar which identifies the number of cruises over the time of the event. One cruise ship represents about 4,000 people. The stadium area will be geofenced, so you will not be able to go out and request an Uber/Lyft outside the doors but instead walk to designated load zones around periphery of the stadium. Having Uber/Lyft in one place would have contributed to surge pricing, so taxis will be at Pier 48, but not rideshares. In terms of freight lanes, it is very close so likely not in cards at this point, but to keep things moving as best as possible. Freight coming to and from port uses freeway system, so will do everything to keep things balanced and moving around stadium area
- **Geri Poor:** NWSA has been working with the City and WSDOT with multiple meetings. In terms of containers, it is anticipated that most of action will be on other side of Spokane St, and outside of the fray. People will be able to communicate accidents to tow truck companies. Of more concern are the cruise ships, with T91 using Mercer and T66 area remaining somewhat difficult. Biggest concern is the March to the Match using street ROW, but the City has worked with organizers to make sure they are on Western Ave. Similarly, NWSA was thinking about hotels and charter buses, so talked to cruise ships to make sure all that was coordinated.
- **Grayson Thompson:** Unique opportunity. Well positioned for data gathering?
- **Trevor Partap:** Yes, everyone (transportation agencies) is collecting data. We have the resources at the ready to respond to what we are going to do.
- **Carter Danne:** We will also have Commercial Vehicle Enforcement to assist on weekdays and game days to provide assistance.
- **Trevor Partap:** SPD is talking to Lincoln Towing to have truck towing available, which is down in Kent, WA. So, SPD looking for opportunity to have tow trucks in closer proximity in case large trucks break down. These are all things learned through the viaduct closure and tunnel construction, so these are best practices at this point.
- **Chair Stan Ryter:** The newest piece is predicting 30K – 40K revelers will just be hanging outside.
- **Trevor Partap:** There is a crowd that just wants to be part of the energy, like the Taylor Swift concert, where folks just camped out in the North Lot. There will be activation in Pioneer Square and at Pier 58, plus working with the marchers.
- **Grayson Thompson:** 10K marchers, 30K hanging out, 60K in stadium and another 12K trying to get on cruise ships.
- **Trevor Partap:** There will be lots of messaging like “plan ahead” and “know before you go”. Seattle is shaped like an hourglass and the skinny part has everything happening. So only so



much you can do but make sure people have information to make decisions to get where they are going on time. The communications staff is ready. Pack your patience and know before you go. Some people can also just leave for the game days.

6.1. No Public Comments

No public comments

7. Virtual Coordination Center

Aisha Dayal, WSDOT Incident Management Coordinator, explained the Virtual Coordination Center (VCC), a web-based incident management tool that allows for the sharing of accurate real time data between agencies and jurisdictions. It ingests local CAD feeds into the system, which creates space for instant models to be created when an event or incident escalates. Part of it is the CAD feeds are ingested into the system as well.

- Joint Operations Group (JOGs)
 - Part of VCC are JOGs, which are multi-disciplinary groups (transportation, law enforcement, fire; EMS, public works; utilities, communicators, etc.) that meet monthly to share and discuss information, like a World Cup, debriefing incidents, and ways to better coordinate. The first JOG was established as JBLM in 2014, while Seattle area JOGs have been around since around 2017. Up and down I-5 corridors are JOGs. WSDOT is looking to cover the whole state with JOGs and by extension VCCs.
- Background
 - Major crashes on bridges in 2015 and 2017 caused major congestion and issues for traffic management throughout the area. Another major incident in 2017, a multi-vehicle rollover collision involving a propane tanker truck, shut down an entire interchange and even had to call FAA to ban flights here. For this incident, agencies varied approaches provided the impetus to establish VCC to better optimize coordination. University of Washington helped to provide pilot project research and structure for large events involving multiple agencies, which eventually was taken over by WSDOT.
 - A big part is getting local CAD feeds in there for situational awareness. So, when you open the virtual dashboard you have a map of incidences in the area, depending on what JOG you belong. If outside the JOG, you can receive notifications for events outside of the JOG. On the map there is also the camera feed and highway alerts embedded in VCC. Currently, the VCC has statewide cameras for WSDOT and highway alerts, which is same information on the public facing traveler center map. But VCC has all that information in one place. WSDOT is working on getting live camera feeds for VCC statewide, to see real time traffic impact, instead of conditions, allowing agencies to make informed decisions.
- Computer Aided Dispatch Events
 - Event number, location, what type, and unit response detail is the information provided to know who is handling what with each incident. So, his situational awareness allows agencies to better understand what is happening and lead time if unaware. From CAD feeds, they can create a VCC incident report, either from feed or just freely create, when created notifications go out from ready off system. For example, if incident on West Seattle bridge,



you already have additional information and situational awareness. So even if incident not in the JOG, when incident does begin to impact your JOG you already have that information and know who to contact. The details tab provides much more information.

- Tunnel Closure from Motorhome Crash
 - This tunnel fire closed EB I-90 during rush hour traffic and before Seattle Mariners game.
- FIFA World Cup in Seattle
 - Will work with SDOT to put in game match info in VCC.
- Agreement Signing Process
 - This is done by, for example, WSDOT having an agreement with SDOT.
 - Only public agencies

SFAB Questions

- **Chair Stanley Ryter:** Seems like you have this VCC set up with all jurisdictions, fire and all that. How do you ensure quality control, like closing out when incident is over? Are there some type of standards that you expect so everyone is playing by the same rules and information is staying up to date?
 - **Aisha Dayal:** WSDOT and the older VCCs are little more experienced. A focused training plan and SOP is being developed, working in conjunction with Carter Danne (SDOT CVE).
 - **Geri Poor:** Thank you for presentation
 - **Trevor Partap (SDOT):** Will drop email in chat.
 - **Grayson Thompson:** Good to see cooperation.

8. No Public Comments

No public comments

9. Cruise Ship Shore Power: Seattle City Light

Lizzy Kay, Senior Project Manager at Seattle City Light (SCL) in Project Delivery Program, working on maritime transportation projects. She noted that Port of Seattle and Northwest Seaport Alliance were here to discuss similar topics and she will focus on just the Seattle City Light perspective.

- Seattle Waterfront Clean Energy Strategy
 - Joint infrastructure planning effort between Seattle City Light, Port of Seattle, and Northwest Seaport Alliance, to cooperatively support electrification, including shore power and Port's growing power demand.
 - Recognized that many agencies on Seattle waterfront are trying to electrify, beyond the ones mentioned here,
 - Ultimately, trying to electrify through sequencing, phasing and implementation.
- Shore Power
 - Allows vessels to turn off diesel powered engines and connect when they are plugged into electrical power on land
 - Key driver of near-term power demand at Port



- Each cruise ship that plugs in can reduce diesel emission by 80%, and CO2 emissions at berth by 66% average
- 25% of cruise ships total emissions in Puget Sound can be avoided by plugging into shore power at berth
- Currently, shore power is available at Pier 66 and 90/91 for three cruise ships
- Also used for cargo and other marine vessels
- What is Maritime Transportation Electrification Program (MARTEP)
 - Initiated in 2021
 - When customers want more power they will submit a customer service application to do a system impact study to see what it looks like giving them this added service.
 - If fairly typical, SCL will work through usual channels, but then they're outside of standard, require unique solutions (marine cable; meter in different place)
 - Seattle shares same goals as many customers, which is reducing emissions
 - Builds large City Light Capital Improvement Projects
 - Delivers infrastructure required to meet regulatory requirements, aspirational goals and customer demand associated with electrifying maritime transportation
 - Part of City Light's commitment to enabling transition from emission-based energy sources to clean energy for our customers
- Pier 66 Shore Power
 - Total port budget at \$44M; SCL cost share at \$3.6M for civil infrastructure on Terminal 46 for system and future MARTEP services
 - 1st project completed under MARTEP, as a submarine cable lay from Terminal 46 to Pier 66
 - Since cruises are so seasonal, they don't need power all the time which provides cheaper power rate as intermittent
 - Another aspect of program is realizing that many customers have the same goals, so building the infrastructure know SCL will need while they are touching it. So, the Port put in funds for Washington State Ferries (WSF), and WSF ferries will reimburse SCL
 - Service Agreement, 17 MVA (megawatts)
 - Two-year MOA with Port for design/construction (ordinance)
 - Operations agreement w/ Port for life of service
- WSF Seattle Terminal Electrification
 - WSF will transition Hybrid Electric Ferries
 - Some civil infrastructure completed through Pier 66 project
 - WSF will electrify 2 slips at Seattle Terminal/Colman Dock for routes to Bainbridge and Bremerton
 - Electrify slips 1 and 3 with two new 15 MVA services
 - Permanent service, so assumed it will be plugged in several times a day
 - Five-year MOA, future operations agreement
 - Timeline for electrification
 - May 2029: In service date Slip 3; April 2030: In service date Slip 1
 - Future



- Fauntleroy to Vashon/Southworth
- Future MARTEP Work
 - U.S. Coast Guard Base – upgrades for shore power for polar cutters
 - Kitsap Transit – fast ferry
 - King County – Marine Division water taxi
 - SCL is trying to keep all these developments in mind when doing system planning

SFAB Questions

- **Grayson Thompson:** Does this reimbursement chain from Port of Seattle to Washington State Ferries to SCL relate to Pier 46 at Coleman Dock, since state has had issues with electrification of state ferries?
 - Yes, the Seattle terminal for WSF. The state is electrifying the Wenatchee ferries and moving forward on Seattle terminals for two hybrid ferries until around 2028 and 2029.
- **Chair Stanley Ryter:** They plug in when they dock, load and unload, and keep going?
 - **Lizzy Kay:** Yes.
- **Chair Stanley Ryter:** From planning perspective based on the chart you showed earlier projecting power demands, is SCL able to keep up with projections and other impacts does that have systemwide?
 - **Lizzy Kay:** As a project manager only sees a slice of what is occurring. Yes, anytime we're doing system impact study, looking upstream and downstream to determine if additional work is needed to make sure things are running smoothly.

9.1 Cruise Ship Shore Power: Maritime Electrification at the Port of Seattle

Lucian Go, Environmental Project Manager for Port of Seattle, explained he would be discussing Port of Seattle electrification activities.

- Pillars to Zero – Port of Seattle emissions reduction goals are to achieve net zero emissions by 2040 for Scope 1 and 2 (Port controlled emissions like facilities and vehicles, plus greenhouses associated with fuels and energy purchased like utility and fuels used to power vehicles. Full zero emission goals is to achieve carbon neutrality by 2050 for Scope 3 emission (Port controlled, but also emissions of tenants and customers, everything happening in the terminals, cruise vessels and maritime ships)
 - Pillars to support these goals are efficiency (own buildings and operations), electrification (where possible shore power, terminal equipment, fleet vehicles, and buildings), and sustainable marine fuels (some in early stages of worldwide deployment, others are being considered by Port of Seattle and how to support deployment in Seattle)
- On-Terminal Energy Usage by Fuel Type (2019 Baseline) – Vast majority of energy consumed on Port's terminals are liquid fuels (75% gasoline and diesel). A lot of users will need to be transferred over to electricity, which would require significant planning with SCL and NWSA to go from running on primary liquid fuels to electricity. A subset of all of Port's properties are crucial to emissions

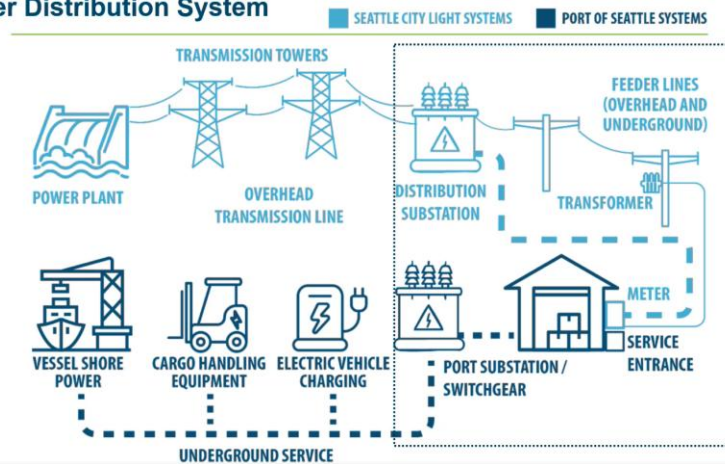


reductions (cruise and cargo terminals). For instance, vessels and cargo handling equipment account for nearly 90% of on-terminal energy use.

- Port's major energy end users including the following:
 - Buildings
 - Cargo handling equipment
 - Medium/heavy duty trucks, fleet vehicles, and ground transport
 - Cargo, cruise, and harbor vessels
 - Electric vehicle charging
 - Other (rail, refrigeration plugs)
- Reducing At-Berth Emissions with On-Shore Power – One core approach to reduce emissions is using shore power by allowing ships to plug in so they don't have to burn liquid fuels and create unwanted emissions impact by 2027.
 - The Port has introduced requirement that 100% of homeported cruise ships will be required to plug into shore power.
 - In tandem with that goal, recently completed shore power installation at Pier 66. Currently, both of Seattle's cruise terminals (Terminal 91 and Pier 66) are electrified and shore power ready in advance of 2027 goal.
 - On cargo operations side, Terminal 5 is shore power ready, while Terminal 18 has shore power under construction. Other properties have potential for shore power expansion and development.
- Innovative Shore Power Solutions – Submarine cable to Pier 66 became operational in 2024. Typical cargo ships might require 5 to 7 megawatts, while cruise ships may require around 17 megawatts. Reason for subsea approach is because of waterfront utility distribution capacity constraints and city moratorium on additional trenching/construction on waterfront
- The Seattle Waterfront Clean Energy Strategy – 10-year agreement in form of a core plan and roadmap, between SCL, Port of Seattle and NWSA, for power infrastructure and zero emissions transition. Study completed in 2025.
 - Meet regularly and do advanced planning on future electrical loads
 - Facilitate electrification by planning in advance for capital infrastructure projects to implement on time for powering equipment, vessels and buildings.
 - Allows City to optimize power grid resources to best serve these loads.
 - Assesses alternative business models and financial strategies and policies to support implementation for technology opportunity (solar, battery storage, hydrogen, etc).
 - Reduce impacts on near Port communities by reducing emissions from terminals
- The Seattle Waterfront Clean Energy Strategy – 10-year agreement in form of a core plan and roadmap, between SCL, Port of Seattle and NWSA, for power infrastructure and zero emissions transition. Study completed in 2025.

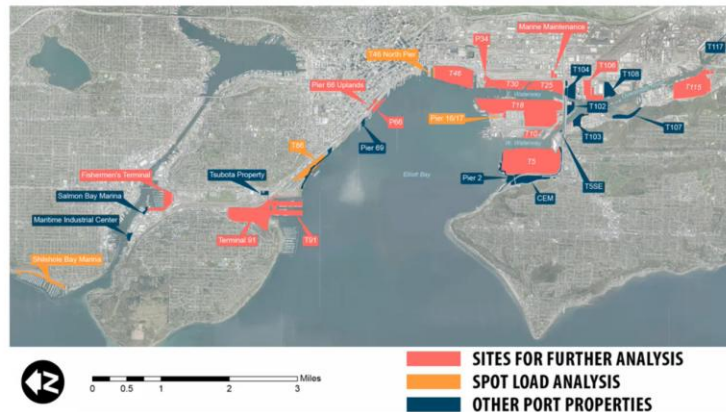
- It is less of an electrical vehicle/deployment plan and more of an infrastructure plan

Power Distribution System



- Study focused on 11 priority sites on Port of Seattle properties, with red sites most likely to have energy constraints. Spot load assessments were done which is assessing a hypothetical what if a new technology was added.

Map of Sites Analyzed



- The Seattle Waterfront Clean Energy Strategy – The summary of the findings of study is that Port's peak demand will quadruple between baseline of 2019 and 2050 as time horizon of study.
 - Key drivers of this demand include shore power additions, cargo handling equipment, heavy vehicle electrification, increased industrial activity, etc. However, there will be on-going parallel refinement of the study with SCL and NWSA, in case of new tenants/development and their electrification plans.
 - For example, Fishermen's Terminal has less electrical load profile/activity in the summer when vessels are in Alaska, compared to the winter when shore power surges as they are doing maintenance at berth. However, cargo Terminals 25 and 30 have more steady day and night daytime peaking load profile. These examples underscore the challenges of capacity planning when the load profiles of different sites are so varied.
 - The strategic partnering agreement between SCL, Port of Seattle and NWSA have quarterly meetings and advance capacity planning beyond just working together on service requests



or a system impact study. Instead, this three-leg partnership seeks high-level planning for hypothetical loads and new technology opportunity to deploy alternative technologies as projects come up. The hope is this partnership will accelerate investments in capital projects.

- EPA Clean Ports Grant: Vessel Electrification
 - Port received \$3M from the EPA in \$2025 to conduct detailed data logging and heat mapping of harbor vessel activity with industry partners. Grant to be completed in 2027.
 - Harbor vessel (tugboats, small commercial fish boats, work boats, etc) technology, infrastructure assessment, and decarbonization strategy
- Near-Term Priorities for Marine Electrification
 - Continue to support shore power deployment and usage, including demonstrations of electric/hybrids vessels.
 - Not a lot of government support for grants for electric/hybrid technology, so hoping to identify business models where the Port can support industry wanting to do that by seeking grants or potential for incentives, fees or other financial structures

SFAB Questions

- **Geri Poor:** The X-axis is monthly demand?
 - **Lucian Go:** Yes, each of those are a snapshot of 2019, as that was the baseline year.
- **Chair Stanely Ryter:** You mentioned 2040 the Port being electrified and 2050 carbon neutral. 2040 is coming up quickly and obviously a lot of different industry, tenants and commercial drivers. Do you feel that Port of Seattle is on track with those folks
 - **Lucian Go:** Can't speak for the entire Port as lot of those activities are not directly involved. However, the 2040 goal is for Scope 1 and 2 emissions that are Port controlled and purchased energy. That 2040 target is within the Port's control, versus 2050 which involves working with tenants on this goal. The Port has made a lot of progress from electrifying buildings, transitioning its fleet to zero emissions, utilizing renewable and natural gas. So, there are already significant reductions in Scope 1 and 2, however Scope 3 will require a real creative approach when dealing with tenants, including international cruise lines and shipping that must deal with their own countries' policies on fuel.
 - **Chair Stanley Ryter:** Very interesting content and good to see we are heading in the right direction on electrification.

9.2 Cruise Ship Shore Power: Northwest Seaport Alliance Air Quality and Sustainability Program

Graham VanderSchelden, Northwest Seaport Alliance (NWSA) Sustainable Practices Team, provided some background. First provided explanation of NWSA, a joint venture between Ports of Seattle and Tacoma that manages the cargo shipping, business, and associated property on behalf of two ports, governed by combined commissions of both Ports. The Sustainable Practices Team has dual focus in Tacoma and Seattle, by seeking reduction and ultimate phase out of emissions in both harbors.



- Northwest Ports Clean Air Strategy
 - Partnership between NWSA, Port of Seattle, Port of Tacoma and Port of Vancouver started in 2008. In 2020, updated strategy to phase out emissions by 2050 which is related to the goal Lucian Go mentioned earlier.
 - Also interested in reducing air pollutant emissions and impacts on local communities
 - Each of the ports have an emission reduction profile they are seeking
- Sources of NWSA Emissions
 - The evaluation takes the airshed of the region, with the biggest contributor to emissions, giving geographic scope, being ocean-going vessels entering the Strait of Juan de la Fuca into the Puget Sound, berthing, and then back out.
- Electrification: The Challenge
 - Expensive proposition to seek to electrify everything across port facilities
- Shore Power Program
 - Install shore power at major international container terminals by 2030
 - Current installations
 - TOTE Terminal, Terminal 5, and Husky Terminal
 - Future installations
 - Terminal 8 (construction)
 - Washington United Terminal (design)
 - Pierce County Terminal (planning)
- Various Programs
 - Clean Diesel
 - Requirement to have all trucks coming into terminals have a 2007 model year engine or newer, to ensure they have diesel emission filtering system that reduces particulate matter emissions by 90%, compared to previous standards
 - Does a lot to reduce air pollutant emissions and impacts on local communities.
 - Also assessing renewable diesel and idling practices
 - ZE Truck Program
 - Transition entire fleet of 5,000 trucks to zero emissions
 - ZE truck incentive program, charging study and non-monetary study
 - Clean Cargo-Handling Equipment (CHE) Program – to transition fleet of 850 pieces of CHE to zero emissions by 2050
 - Renewable diesel
 - ZE Terminal Planning
 - CHE-ZAP (incentive) program
 - First Mower Project
 - Sustainable Marine Fuel Program- strategy developed in collaboration with Port of Seattle, because of changing international vessel fleets or other sustainable marine fuels

SFAB Questions



- **Chair Stanley Ryter:** Regarding the 2007 truck engines overhaul, how much resistance was there for this program?
 - **Graham VanSchelden:** When first implemented in 2019, many operators expressed opposition in terms of the economic hardship they felt were being level. However, after turning away some trucks for not being compliant, there has been little to no non-compliance.
- **Chair Stanley Ryter:** With increase in oil prices, do you see some operators moving up their electric truck purchases?
 - **Graham VanSchelden:** I haven't talked to drayage operators, specifically, but do think there are a few factors. Diesel prices are one, but we know how variable they can be, as in they could be much lower in 6 months. What I would think is major disruptor is the introduction of the Tesla semi in parallel with state program offering point of sale vouchers for number of zero emissions technologies. The reason why Tesla is so important is because it is quite a bit cheaper than previous offerings in the marketplace, plus combined with voucher can get one at cost parity of a diesel truck. So, the thinking is there will be a decent number of ZE trucks in next couple of years.
- **Geri Poor:** Thanks so much to have this input. I remember we put this on the Workplan at beginning of year and recognize this is a long-term effort. So much of what we get on board is near term project view, so great to have this overview of where we need to go in the next decades.
 - **Chair Stan Ryter:** Great to hear from SCL, Port of Seattle and NWSA in a combined fashion as different agencies working together for a common goal and regional governance. All good stuff. Also, it is great for freight to run cleaner and effect communities less. Can't thank you all enough.

10. No Public Comments

No public comments

11. Various – Information Only Items

Baker Council provided a couple of information items on the following:

- Annual Traffic Report – first time using freight metrics in this report and Freight Staff is working to add Freight Goods Transportation System (federal performance measures for pavement, truck reliability, etc) and Highway Performance Monitoring System (looking at freight tonnage) to the upcoming 2026 document
- Aurora Ave – notification of the survey request sent out earlier via email on this project
- 2026 Work Plan – provided update on status of Work Plan topics, projecting that 20 more presentation could be done before end of year
- Term Limits – noted that 5 members would be up on their 2 consecutive 2-year term limits after May 31, but some agreeing to stay on until new board members are City Council appointed in June or July 2026.



12. No Public Comments

No public comments

13. June Agenda

No next meeting agenda items

14. Adjournment

Chair Stanley Ryter requested motion to close meeting. Grayson Thompson motioned to close meeting. No second as no quorum to open a vote. Meeting adjourned.