

RFP / TITLE**CONTACT****EMAIL****PHONE NUMBER****SUBMITTAL DUE DATE****Q&A ISSUE DATE****QUESTIONS & RESPONSES #02****PA000000028 Zero Emission Drayage Incentive****Program Administration****Axa Turney, Contracts and Procurement Analyst**procurement@portoftacoma.com**253-888-4768****DEC 6, 2025 @ 2:00 PM (PDT)****NOV 26, 2024**

| # | Question | Answer | Question # |
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| 1 | What is the maximum budget for the services requested under this RFP? | The potential maximum budget available for services under this RFP are up to \$400,000/year for up to four years. | Q-002652 |
| 2 | Which is the current submission deadline? | December 6, 2024 at 2PM PST is the correct submission deadline. | Q-002653 |
| 3 | How much incentive funded is expected year over year, or is there a target number of trucks to fund? It is difficult to estimate administrative and outreach costs without an estimate of project scope and size. | With the funding we currently have available for our ZE Drayage Incentive Program -- approximately \$50 million -- we anticipate facilitating the deployment of approximately 70 zero-emission drayage trucks (i.e., trucks + chargers, as well as the development of 1-2 publicly-accessible shared truck charging/fueling hubs.) We continue to seek additional state and federal grants that would allow us to grow the program. The incentives will be distributed in phases. About \$6 million of the funding is currently being offered via a separate RFP. We anticipate issuing at least two additional RFPs during the first half of 2025 - one offering an additional \$16 million for ZE drayage truck deployments in our gateway, and the other offering \$12 million to incentivize the development of one or more publicly accessible, shared truck charging/fueling hubs. Additional phases will follow. | Q-002653 |
| 4 | To what extent will site visits/inspections be required? Will the contractor be expected to be on-call or will the site inspections be pre-arranged? | We will look to the contractor for advice on this. We anticipate the need for site visits to ensure that selected deployments are | Q-002689 |
| 5 | How many chargers and vehicles are expected to be deployed through these programs? | With the funding we currently have available for our ZE Drayage Incentive Program -- approximately \$50 million -- we anticipate facilitating the deployment of approximately 70 zero-emission drayage trucks (i.e., trucks + chargers, as well as the development of 1-2 publicly-accessible shared truck charging/fueling hubs. We continue to seek additional state and federal grants that would allow us to grow the program. | |
| 6 | How many programs will the contractor be expected to manage? | The contractor will support the administration of one program -- the NWSA's Zero Emission Drayage Incentive Program -- that will have several elements/phases, as described above. | Q-002689 |
| 7 | Can you please expand on the technical assistance deliverable and what it entails? | We will look to the contractor for advice on this; our goal is to provide technical assistance to support both prospective applicants/program participants as well as the recipients of the incentive funding (i.e., selected projects/deployments). | Q-002689 |

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| 8 | Please expand on "continuous improvement to program, implemented annually." Does this task include writing/developing a new program annually? | On an annual basis the contractor and the NWSA will assess program effectiveness and impact, and make adjustments accordingly. This task does not include writing or developing a new program. | Q-002692 |
| 9 | Can you please expand on the deliverables associated with the following - "conducting site visits to installations of charging/fueling infrastructure to ensure compliance with grant funding requirements." Will the contract be expected to provide construction management services? | We will look to the contractor for advice on this; our goal is to ensure that all ZE drayage truck deployments funded comply with grant requirements. The contractor will not be expected to provide construction management services. | Q-002692 |
| 10 | Will the contractor support the identification and application of additional funding opportunities to support this program? | Yes. | Q-002703 |
| 11 | When does the agency anticipate the program to launch and need promotion? | The program is launched with an initial RFP offering about \$6M. We will look to the contractor to help promote and manage this initial phase of the program, as well as play a lead role in future additional phases in 2025 and beyond. | Q-002702 |
| 12 | How many rounds of the program is the agency anticipating? | We currently plan at least two additional rounds of the program in 2025 and beyond. | Q-002702 |
| 13 | Will the program have a one-time or annual application cycle? | We will look for advice from the contractor on how best to manage this. | Q-002702 |
| 14 | As a follow-up to the answer provided to Question # Q-002653: Can you please clarify the eligibility of high-power wireless charging technology (>50kW) for heavy-duty vehicles? The SAE J2954 standard for heavy-duty vehicles is currently a work in progress. In this case, where an approved standard is not yet available, will proven and commercially available high-powered wireless charging solutions still be considered eligible? | See responses to Incentive Program RFP. | Q-002708 |
| 15 | What elements or types of technical support does NWSA prioritize? | We will look to our contractor for advice on this. Our goal is to provide various types of technical support to the drayage trucking companies that serve our terminals, including help seeking incentives and other financing for their ZE truck deployments and also managing those deployments. | Q-002706 |
| 16 | What is the scope of in-person webinars and outreach? How often will the contractor be expected to provide these in-person services? | The mix of in-person vs. online outreach is negotiable. | Q-002706 |
| 17 | Is there a scope of work and/or expectations set for the inspections? | This will be determined as part of contract negotiations. | Q-002706 |
| 18 | Is there a typical station site design with number of chargers per station? | No. | Q-002706 |
| 19 | Will the contractor be expected to provide a full budget estimate for site inspections since the number of chargers and sites has not been finalized? | A high-level estimate will suffice. | Q-002706 |
| 20 | What is the scope of translation services and the languages required? Will the contractor be expected to translate program documents, or additional translation services? | This will be determined as part of contract negotiations. | Q-002706 |
| 21 | Should budget information be submitted as part of the narrative and budget attachment, or just in the attachment? | Please only submit budget information in Attachment C | Q-002706 |
| 22 | Will the vendor need to design the rules for program compliance? Will the vendor be responsible for determining the technologies needed to confirm program compliance? This will be helpful to ensure the data collected using RFIDs and tele-metrics sufficiently capture the info needed to confirm compliance. | Rules of compliance are embedded in the Incentive Program RFP and the draft contract to be executed with incentive recipients (attached to the Incentive Program RFP). We will work with the contractor to build on those, as necessary. | Q-002707 |
| 23 | For monitoring participants for program compliance, how will the data be made available for review? Is there an API that the vendor would access to ingest and analyze performance, would data files be sent to the vendor, or would the vendor have access to a database management system? | We will work this out with the contractor during execution of the contract. | Q-002707 |
| 24 | For enforcement action to recoup funds, is there a statute detailing what the rules of enforcement and penalties are, or would the vendor be collaboratively developing them with the NWSA? | We need to research this, but believe this process will be developed collaboratively with the contractor. | Q-002707 |
| 25 | What is the total amount of incentive funding expected to be available from the local, state and federal sources, and what percentage of that has been fully committed for each year of the program? | See the response to Question 3. We currently have approximately \$50 million in incentive funding, and anticipate at least \$35 million of that being disbursed in 2025 and the remainder in 2026 and beyond. | Q-002707 |
| 26 | Will the various funding sources be treated as one collective amount or disbursed from individual sources with associated funding requirements? | They will be disbursed from individual sources with associated funding requirements (embedded in agreements with the state and federal funding agencies). That said, we will work with the contractor to make the program as seamless as possible. | Q-002707 |
| 27 | For responding to this RFP, should we develop a scope of work and budget for the subsequent RFPs for 2025 for additional truck deployments and charging hubs? | For now the scope of work and budget should focus on this RFP, but proposal should describe an approach that could be extended to future phases of the program. | Q-002707 |

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| 28 | Are there defined standards for the charging infrastructure or would the vendor collaborate with NWSA to create the standards? | There are eligibility requirements for the charging infrastructure in the Incentive Program RFP. We will work with the contractor to build on those, as necessary. | Q-002707 |
| 29 | Does the outreach program focus solely on drayage truck operators or are there other communities that should be marketed to? | We will look to the contractor for advice on this, but anticipate that the main outreach audiences will be drayage trucking companies and charging/fueling infrastructure developers. | Q-002707 |
| 30 | Clause 6 Ownership of IP in Attachment B - Personal Services Contract Template states the Port has ownership rights in IP. We will use our own proprietary software to complete some of the services. Will there be an opportunity to edit Clause 6 to recognize we will use preexisting intellectual property to complete the services? | Please submit any redlines of terms and conditions to procurement@portoftacoma.com | Q-002707 |
| 31 | Will you consider extending the submission deadline to 12/13 to give respondents the opportunity to review and incorporate responses to questions into their proposals? | Yes, See Addendum 01 | Q-002707 |
| 32 | Will NWSA provide access to port registry information? | Yes. | Q-002707 |
| 33 | Will this incentive stack with other incentives? | Yes, that is the goal. | Q-002707 |
| 34 | Will this program need its own branding or fall under the NWSA brand? | For now it will fall under the NWSA brand, with connections to the branding of funding agencies (e.g. WA DOT and FHWA). | Q-002707 |
| 35 | How many drivers is the program expecting to award the grant for the first year? | The goal of the recently launched first phase of the program is to incentivize the deployment of at least 12 ZE drayage trucks. | Email |
| 36 | What are the overall expected drivers to be awarded the grant on this program? | We currently have funding to incentivize an estimated 80 ZE drayage trucks, overall. | Email |