

**RFP / TITLE**  
**CONTACT**  
**EMAIL**  
**PHONE NUMBER**  
**SUBMITTAL DUE DATE**  
**Q&A ISSUE DATE**

**QUESTIONS & RESPONSES #03**  
**PA000000026 Zero Emission Drayage Incentive Program**  
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**Dec 3, 2024**

#	Question	Answer	Question #
1	The RFP states that charging equipment must meet the NEVI technical requirements and each DCFC charging port must have at least one permanently attached CCS Type 1 connector. This language excludes other commercially available innovative charging methods, such as wireless inductive charging. Commercially available innovative charging solutions are considered eligible under federal grant programs such as the EPA's Clean Ports Program. Will you consider proposals from teams of organizations seeking to deploy commercially available wireless charging stations and wireless charge-enabled vehicles?	The goal behind the CCS-1 connector requirement is to ensure compatibility with as many ZEV options as possible, which is important for public-access infrastructure. If the proposed project is for private-access infrastructure, other charging solutions will be considered eligible. However, all proposed charging solutions must conform to SAE standards (such as J2954 for wireless charging). This RFP is not intended to fund products that do not conform to approved standards. In addition, all ZEVs included in the application must also be equipped with CCS-1 connectors so that those vehicles are suitable for use in a future	Q-002635
2	Would a shared charging depot that is open 24 hours per day, 7 days a week, year-round to authorized commercial fleet operators from more than one company be eligible to receive funding through this program?	Yes, as long as all of the eligibility criteria outlined in the RFP are met.	Q-002658
3	Will Port of Tacoma own the equipment and infrastructure, or is the purpose of the program to incentivize 3rd party owners who will operate at the port?	By the deployment of a ZE drayage truck, we mean the purchase of the ZE vehicle and the development of the associated charging/fueling infrastructure for that truck.  No, neither the Port of Tacoma nor the Northwest Seaport Alliance will own either the trucks or the infrastructure. The purpose of the program is to incentivize third-party ownership (drayage trucking companies, infrastructure developers, etc.).	Email
4	In response to your answer for question Q-002635: As a follow-up question to the above response, we would like to clarify eligibility as it relates to conforming with the SAE J2954 standard for wireless charging. The standard SAE J2954 standard for high-power wireless charging for heavy-duty vehicles is still a work in progress. In this case, where the standard is not yet available, will commercially available wireless charging solutions still be considered eligible?	To be eligible, the applicant should describe how the proposed charging interface is consistent with the J2954/2 TIR. Note that this TIR is for stationary power transfer. NWSA is not considering applications for dynamic power transfer (vehicle in motion) under this solicitation.	Email
5	We also wanted to ask about the distinction between public- and private-access infrastructure. Our team has had prior discussions with the Port of Tacoma about the possibility of deploying wireless charging at a publicly accessible depot. The goal would be to provide wireless charging access to as many vehicles and drayage operators as possible. Our technology is designed to be interoperable and can be integrated with any battery electric vehicle. Is the port open to considering wireless charging at public-access sites?	Yes, we are open to this, as long as all eligibility requirements are met, and the project results in the deployment of ZE drayage trucks. Infrastructure-only proposals are not eligible.	Email
6	Are any components of the project subject to Build America Buy America procurement requirements?	This funding for this particular RFP -- the first phase of our program -- is state funding, and therefore not subject to BABA. Future phases of the program that are federally funded will be subject to those requirements.	Email
7	Separate from the maximum incentive, is there a percentage cap on vehicle MSRP that can be covered by this grant?	The eligible costs as described on page 7 of the RFP relate to total deployment costs (i.e., trucks + infrastructure). There is not a separate cap on the truck costs. However, in evaluating the proposals, the NWSA will be looking at relative cost-effectiveness -- that is, the projects that will deliver the largest number of deployments (trucks + infrastructure) per incentive dollar requested.	Email

8	Is vehicle financing allowed as part of the project deal structure? Financing would assume the incentive is fully passed through to the drayage fleet by way of a reduction in vehicle purchase price.	Yes, this is allowed. Note, however, that the lead applicant remains legally responsible for performing on the contract. Passing through the value of the funding does not transfer the obligations of the lead applicant.	Email
9	Does the base incentive "Max out" at 50% of the total truck and infrastructure cost? I see the max award amount is \$300k for the base incentive, but could the lead applicant still receive max award of \$300k if that was higher than 50% of the total truck and infrastructure cost?	The base incentive is for up to 50% of a per-truck deployment (truck + charging/fueling infrastructure), up to \$300,000. There is not a separate cap on the truck or the infrastructure installation.	Email
10	As a follow-up question to the above response, we would like to clarify eligibility as it relates to conforming with the SAE J2954 standard for wireless charging. The standard SAE J2954 standard for high-power wireless charging for heavy-duty vehicles is still a work in progress. In this case, where the standard is not yet available, will commercially available wireless charging solutions still be considered eligible?	Yes.	Email
11	We also wanted to ask about the distinction between public- and private-access infrastructure. Our team has had prior discussions with the Port of Tacoma about the possibility of deploying wireless charging at a publicly accessible depot. The goal would be to provide wireless charging access to as many vehicles and drayage operators as possible. Our technology is designed to be interoperable and can be integrated with any battery electric vehicle. Is the port open to considering wireless charging at public-access sites?	We are seeking to incentivize sustainable deployments of ZE drayage trucks -- trucks + charging/fueling infrastructure in our gateway, not short-term demonstration projects. As long as this goal is demonstrably advanced and the eligibility criteria described in the RFP are met, the NWSA is agnostic regarding technologies and charging/fueling options.	Email
12	I wanted to inquire if there is any clarification regarding leasing, as I couldn't find specific details in the RFP or guidelines. Is leasing eligible at all, or not? It wasn't explicitly mentioned, so I wanted to confirm before advising clients on how to proceed. Additionally, is there a funding maximum for infrastructure?	We are seeking to incentivize sustainable deployments of ZE drayage trucks in our gateway, not short-term demonstration projects. ZE drayage trucks funded by this program must provide drayage services to NWSA terminals for a minimum of three years. If these and other eligibility criteria described in the RFP are met, leasing will be considered eligible.	Email