



**THE NORTHWEST
SEAPORT ALLIANCE**

SEATTLE + TACOMA

**NORTHWEST SEAPORT ALLIANCE (NWSA)
REQUEST FOR PROPOSALS (RFP)
NO. PA000000122
ZERO-EMISSION TERMINAL PLANNING
SUPPORT**

Issued by
Northwest Seaport Alliance
One Sitcum Plaza
P.O. Box 1837
Tacoma, WA 98401-1837

RFP INFORMATION	
Contact:	Rose Arsers, Environmental Project Manager II, Air Quality & Sustainable Practices
Email Addresses:	procurement@portoftacoma.com
Phone:	(253) 888-4744
Submittal Date	October 8, 2025 @ 2:00 PM
Questions Due Date	September 24, 2025 @ 2:00 PM

**SUBMIT ALL QUESTIONS AND PROPOSALS VIA THE PROCUREMENT PORTAL.
(LINK LOCATED ON THE LEFT SIDE OF THE PROCUREMENT WEB PAGE)**

Northwest Seaport Alliance
Request for Proposals PA000000122
Zero-Emission Terminal Planning Support

A. PURPOSE

The NWSA is soliciting proposals from firms interested in providing air quality and sustainability planning support to develop zero-emission transition plans at two Port terminals in the Tacoma Harbor, Washington United Terminal (**WUT**) and East Blair One Terminal (**EB-1**). Firms will also provide shovel-ready infrastructure design (i.e. full engineering design) to support near-term zero-emissions fleet deployment at the East Blair One Terminal. The NWSA anticipates awarding one (1) or more contract(s). The period of performance of the contract is three (3) years from the execution of the contract. The contract will not exceed a total of **\$696,000.00** plus any applicable Washington State Tax (**WST**). Currently, funding for these projects are included under an Environmental Protection Agency (**EPA**) Clean Ports Program Planning grant. Grant funds must be expended December 31, 2027.

The successful respondent may be precluded from competing for, or participating in, subsequent contracts that are the direct result of or primarily generated by, the work performed under the contract resulting from this procurement.

Interlocal Cooperation Act-RCW 39.34 allows cooperative purchasing between public agencies, and other political subdivisions. If a public agency files or has filed an Intergovernmental Cooperative Purchasing Agreement with the NWSA, those agencies are eligible to purchase from Contracts established by the NWSA. Such agencies may ask NWSA Contractors to accept orders from the agency, citing the NWSA contract as the basis for the order. The Contractor may accept or decline such orders. If the Contractor accepts an order from another public agency using the NWSA contract as the basis, the Contractor agrees to sell additional items at the contract prices, terms, and conditions. The NWSA accepts no responsibility for the payment of the purchase price by other governmental agencies.

This project is funded by a Federal Environmental Protection Agency grant as part of the Clean Ports Program. All work must be performed in accordance with the associated grant requirements. Therefore, the contract that results from the RFP and various work packages will be subject to the Terms and Conditions of such grant. See "Attachment D" for the generic U.S. ENVIRONMENTAL PROTECTION AGENCY Grant Agreement, which may be updated.

B. BACKGROUND

Formed in 2015, The Northwest Seaport Alliance is a marine cargo operating partnership of the ports of Tacoma and Seattle. The NWSA is the seventh-largest container gateway in North America. To learn more about the NWSA, visit www.nwseaportalliance.com.

[The Northwest Ports Clean Air Strategy](#), unanimously adopted by the NWSA's Managing Members in April 2021, sets the goal of phasing out all emissions from all seaport activities by 2050. This includes emissions from port-owned and operated equipment as well as equipment owned and operated by port tenants.

WUT is a 150-acre container Terminal in the NWSA's Tacoma Harbor, with a total of 2,600-linear feet of berthing space. WUT has an on-dock rail service, 8 ship-to-shore cranes, and approximately 130-pieces of cargo-handling equipment.

EB-1 is a 27-acre break-bulk terminal with 1,200-linear feet of berthing space, in the NWSA's Tacoma Harbor. Approximately 40-pieces of cargo-handling equipment operate at EB-1.

More information about WUT and EB-1 can be found in the [NWSA's facilities guide](#).

The NWSA recently completed the South Harbor Electrification Roadmap (SHERM) study that evaluated harbor-wide electrical infrastructure needs to support electrified fleets, drayage trucks, vessel shore power, and buildings. Terminal operations, infrastructure, and equipment were analyzed as part of the SHERM and will serve as a basis for more detailed terminal planning and design.

The high-level scope of the SERM was as follows:

- Landscape assessment.
- Baseline energy use inventory (calendar year 2021).
- Energy use and peak demand projections associated with electrification.
- Utility upgrades assessment to determine scope and cost of utility upgrades needed to meet projected peak demand.
- High-level on terminal infrastructure needs assessment to identify “behind the fence” electrical infrastructure needs associated with electrification at priority facilities.
- Infrastructure development strategy, providing recommended next steps to advance towards the 2050 goal to phase out emissions.

The NWSA is requesting proposals for a consultant (or team of consultants) to complete zero-emission (**ZE**) transition plans for WUT and EB-1, as well as engineering design of infrastructure installations needed to support near-term cargo-handling equipment charging at EB-1. Plans will include conducting a baseline emissions inventory of cargo handling equipment and fleet vehicles, including data collection, emission calculations, and emission reduction projections. An assessment of infrastructure requirements to support the fleet transition will be conducted at both terminals, along with engineering design for near term infrastructure installation at EB-1.

The infrastructure assessment and design components will expand on work that has already been completed as part of NWSA's SHERM.

The NWSA's Standard Terms and Conditions are included in Attachment B to this RFP. By submitting a proposal, the Proposer represents that it has carefully read and agrees to be bound by the NWSA's Standard Terms and Conditions. Identify during the question submittal and response period, any sections you consider onerous, clarify why you consider these sections onerous, propose alternative language and describe why it is in the NWSA's best interests to adopt the alternative language.

Proposals submitted with altered or conditioned Terms and Conditions without prior written agreement from the NWSA will be considered non-responsive and not considered for evaluation.

Proposers submit proposals understanding all contract terms and conditions are mandatory. Response submittal is agreement to the Contract without exception. The NWSA reserves the right to negotiate changes to submitted proposals and to change the NWSA's otherwise mandatory Contract form during negotiations. If the Proposer is awarded a contract and refuses to sign the attached Contract form, the NWSA may reject the Proposer from this and future solicitations for the same work. Under no circumstances shall Proposer submit its own boilerplate of terms and conditions.

C. SCOPE OF SERVICES

The NWSA is requesting written qualifications and pricing from firms or teams to provide contractor services to conduct the ZE transition plans at WUT and EB-1 Terminals.

The ZE transition plan for WUT will include an inventory of current emissions (air pollutant and greenhouse gases) at WUT from vessel at-berth activity, cargo-handling equipment (**CHE**), and light-duty fleet operations – expanding on the recently completed 2021 Puget Sound Air Emissions Inventory. It will also include CHE infrastructure planning to support the transition of equipment to zero emissions by 2050 or sooner at WUT. Planning efforts for transitioning to a zero emissions terminal at WUT will include a high-level evaluation of existing workforce training policies and safety procedures and highlight any gaps that should be addressed for implementing zero-emissions technology. The ZE transition plan will also consider resiliency measures and innovative energy technologies at WUT, expanding on the NWSA's Vulnerability Assessment and Response Framework, an assessment of resiliency challenges in our gateway and an action agenda for addressing those challenges.

The detailed scope of the ZE transition plan at WUT will include the following tasks. The consultant will work closely with NWSA and WUT staff to establish key assumptions and data foundational to the analysis.

Task 1: Inventory current vessel activity, equipment use, and electrical infrastructure.

Task 2: Establish a facility specific baseline emissions inventory and forecasting tool to assess the efficacy of potential ZE technology implementation strategies.

Task 3: Assess the cost and feasibility of potential ZE technology implementation strategies based on equipment and infrastructure costs, and emission reduction potential. The tool developed in Task 2 will be leveraged to project emission reductions.

Task 4: Conduct an engineering analysis to identify infrastructure needs to support deployment of ZE CHE and fleet vehicle charging, including an electrical system layout for the terminal. This analysis will identify any/all on terminal electrical system upgrades needed to support shore power, and full electrification of CHE and fleet vehicles. Information from the SHERM and additional conversations with the local utility (Tacoma Power) will be leveraged to provide a high-level assessment of necessary utility infrastructure upgrades (outside the fence).

Resiliency measures and innovative energy technologies should be considered to reduce costs and/or further reduce emissions. This task will also include an assessment of permit requirements and applicable codes for infrastructure improvements.

Task 5: Develop roadmap for ZE infrastructure and fleet deployments, including identification of highest priority near-term infrastructure projects. The roadmap will include a high-level evaluation of workforce training policies and safety procedures, highlighting any gaps that need to be addressed prior to ZE technology implementation.

The ZE Transition Roadmap at EB-1 Terminal will similarly include an emissions inventory for CHE and light-duty fleet operations, as well as a scenario analysis to align ZE technology deployments with the NWSA's goals to achieve net zero scope 1 and 2 GHG emissions by 2040 and phase out all emissions by 2050 or sooner. This scenario analysis will inform a ZE transition implementation that will establish a timeline for NWSA investments in ZE equipment and associated infrastructure. Similar to the ZE transition plan at WUT, the EB-1 ZE Roadmap will include assessments of gaps and needs regarding workforce training, safety procedures, and resiliency measures specific to EB-1 Terminal.

The detailed scope of planning at EB-1 Terminal will include the following tasks. The consultant will work closely with NWSA staff to establish key assumptions and data foundational to the analysis.

Task 6: Inventory current vessel activity, equipment use, and electrical infrastructure. Review asset management processes.

Task 7: Establish a facility specific baseline emissions inventory and forecasting tool to assess the efficacy of potential ZE technology implementation strategies.

Task 8: Planning assessment to identify key infrastructure projects needed to enable deployment of ZE technologies, including shore power and ZE CHE. Consider resiliency measures and innovative energy technologies.

Task 9: Develop roadmap for ZE infrastructure and fleet deployments, taking into account future vessel shore power demand. The roadmap will include a high-level evaluation of workforce training policies and safety procedures, highlighting any gaps that need to be addressed prior to ZE technology implementation.

Task 10: Complete engineering design for key near term ZE CHE deployments at EB-1 Terminal. Assess permit requirements and applicable codes for terminal infrastructure improvements.

Pollutants to be inventoried and estimated as part of the ZE transition plan at WUT and ZE transition plan at EB-1 Terminal include particulate matter (**PM_{2.5}**, **PM₁₀**, **DPM**), nitrogen oxides (**NO_x**), sulfur dioxide (**SO₂**), volatile organic compounds (**VOCs**) and Greenhouse Gas (**GHG**) emissions including Methane, Carbon dioxide, and Nitrous oxide. Resultant GHG emissions will be expressed in Carbon dioxide equivalents and will consider lifecycle emissions from renewable fuel use as well as direct emissions from operations.

The proposed project schedule is as follows:

Contract Services Secured:	3 rd Quarter 2025
Data Collection & Validation Completed:	2 nd Quarter 2026
Baseline Emissions Inventory Completed	3 rd Quarter 2026
Emissions Scenarios and ZE Fleet Planning Completed	4 th Quarter 2026
Final Reports, Terminal Master Planning & Infrastructure Design Work Completed:	4 th Quarter 2027

D. DELIVERABLES:

Deliverables for the WUT ZE transition plan include the following.

- Final report that summarizes major outputs/results from tasks 1-5.
- Excel file containing the inventories developed in task 1.
- Excel file containing the emissions scenario tool developed in task 2.
- Any drawings or other relevant outputs from task 4 not included in the final report.

Deliverables for the EB-1 ZE transition plan and design of near-term CHE charging infrastructure include the following.

- Final report that summarizes major outputs/results from tasks 6-9.
- Excel file containing the inventories developed in task 6.
- Excel file containing the emissions scenario tool developed in task 7.
- All drawings and other documents are necessary for the full engineering design package, required by Task 10.

E. PROPOSAL ELEMENTS & EVALUATION CRITERIA:

Proposals should present information in a straightforward and concise manner, while ensuring complete and detailed descriptions of the proposing Vendor (to include the prime, key team members and major sub-consultants) and the team's ability to meet the requirements and provide the requested services of this RFP. Emphasis will be on completeness of content. The written proposals should be prepared in the same sequential order of proposal criteria as outlined below.

Proposals are limited to 10 numbered pages (8 ½ by 11 inch) **excluding** the cover letter, compensation information and all appendices. All pages shall be in portrait

orientation with 1-inch (1") margins. Font size shall be 10 point or larger. Proposals that do not follow this format may be rejected. Submittals need to be limited to **9 MB** in total size.

The cover letter shall include the RFP Number & Title in the subject line, the Name, Title, Email Address, Phone Number and current Address of the submitting team's main contact and include the following information (even if the answer is none):

- **Describe any claim submitted by any client against the prime firm within the past two (2) years related to the professional services provided by the firm or its key personnel. For purposes of this request, claim means a sum of money in dispute in excess of 10% of the firm's fee for the services provided.**
- **Any real or perceived conflicts of interest for team members, inclusive of the prime, sub-consultants and key team members.**

Proposals are to address, and will be evaluated upon, the following criteria:

INITIAL EVALUATION PHASE

1. Qualifications & Experience 40 PTS

- a) Identify the proposed team (to include working titles, degrees, certificates, and licenses), demonstrate the team's experience in performing the requested services, and describe how the team meets or exceeds the required qualifications.
 - Resumes of the key individuals may be included as an appendix and are not included in the total page count. Resumes are to be limited to one (1) single-sided, letter-size page. Resumes exceeding this limit will not be reviewed.
- Provide an organizational chart demonstrating the relationships and hierarchy of the team described above and availability to support Port projects. Identify individuals by name, position, discipline and firm. Identify key back up personnel.
- b) The NWSA will evaluate the experience, technical competence, and qualifications of the Key Personnel identified, their project specific roles and responsibilities, and overall organization of the project team. Emphasis will be placed on experience and expertise in performing work of similar scope and complexity.
- c) Capacity to perform the work (including any specialized services) within the time constraints identified, considering the firm's current and planned workload.
- d) Include a list of three (3) recent contracts/projects in the last five (5) years, to include a point of contact, contact information (phone and email), and brief description, for services relevant to the items listed in the Scope of Services as performed by the key personnel. Only projects completed by key members of the project team will be considered.

2. Project Approach Narrative 50 PTS

Proposals should clearly outline the team's recommended approach and methodology for:

- a) Accomplishing the Scope of Services: Clearly describe the approaches and methods that will be used to accomplish the tasks required in the Scope of Services. Include a summary of innovative ideas and suggestions for enhancing the scope of services.
 - Project Management: Describe how the team will manage and coordinate the necessary disciplines required to accomplish the services requested.
 - Describe the team's experience responding to and overall management of on-call/ task order services and describe the firm's approach for responding to the Port's request(s) for services.
- b) Provide approach for scheduling and sequencing of individual task orders and for providing simultaneous services on multiple task orders and facilitating efficient and consistent progress on each task order.
 - Approach for managing multiple task budgets and approach for ensuring cumulative task budgets do not exceed the overall contract amount.
 - General information for supporting the NWSA with an overall approach to architectural services at the NWSA.
 - Coordination & Communication. Provide a plan for communications and coordination between the Project Team, the NWSA's Project Manager, and the various Stakeholders.
 - Quality Control (**QC**) and Quality Assurance (**QA**) program for the requested services.
 - What risks beyond your control do you see in providing this service, and how would you mitigate them?

3. Compensation 10 PTS

Present detailed information on the firm's proposed fee structure for all resources for the services proposed.

Compensation information MUST be provided separately from the proposal, in an individual PDF document.

All rates quoted shall be:

- a) Fixed, fully burdened, including, but not limited to, per diem, administrative overhead, travel, lodging, and transportation (all direct/indirect expenses included);
- b) Quoted in US Dollars;
- c) Full cost inclusive of sales tax and other government fees, taxes and charges; and

- d) Valid throughout the contract period unless otherwise amended and agreed to by both parties in writing.

FINAL EVALUATION PHASE (if applicable)

1. Oral Presentations (if requested) 100 PTS

Oral Presentations will be conducted with the top-ranked Vendors. Failure to participate in the process will result in the Vendor's disqualification from further consideration. Oral Presentations will be conducted by online video meeting.

2. References (if requested) Pass/Fail

Reference checks may be performed on the selected firm, if based directly on the proposals received, or on shortlisted firms if Oral Presentations are being requested. The NWSA may evaluate the reference checks to assess the proposed Vendor's overall performance and success of previous, similar work. Reference checks may also be utilized to validate information contained in the proposal.

LIST OF ATTACHMENTS:

ATTACHMENT A – INSTRUCTIONS FOR PROPOSING (ATTACHED TO RFP)

ATTACHMENT B – PERSONAL SERVICES CONTRACT TEMPLATE & TERMS AND CONDITIONS (ATTACHED TO RFP)

ATTACHMENT C – COST BREAKDOWN-OFFER TEMPLATE (SEPARATE ATTACHMENT)

ATTACHMENT D - U.S. ENVIRONMENTAL PROTECTION AGENCY GRANT AGREEMENT (ATTACHED)

PROCUREMENT PROCESS

SOLICITATION TIMELINE:

This is the procurement schedule for this RFP. The dates shown below are estimated, are provided for information only, and are subject to change at the sole discretion of the NWSA.

Issuance of RFP	September 10, 2025
*Last Day To Submit Questions	September 24, 2025 @ 2:00 PM
*Proposal packets due	October 8, 2025 @ 2:00 PM
Review/Shortlist	October 29, 2025
Oral Presentations (if required)	November 3-7, 2025
*Final Selection	November 7, 2025
*Execute Contract	November 21, 2025

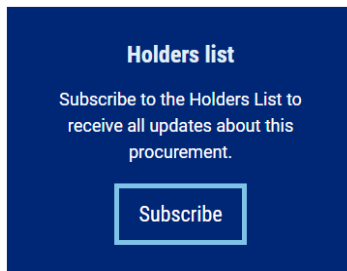
*Dates are tentative and may be subject to change.

All status updates on the above solicitation timeline will be announced on the NWSA's website for this solicitation.

VENDOR OBLIGATION

The Northwest Seaport Alliance (**NWSA**) and Port of Tacoma's (**PORT**) Invitation to Bid, Request for Proposals and Request for Qualifications can be accessed on the following websites, www.portoftacoma.com (**PORT**) under 'Business -> Contracting -> Procurement' or <https://www.nwseaportalliance.com/> (**NWSA**) under 'Resources -> Procurement.'

When viewing the details page for this procurement on the NWSA's Website firms have the option of subscribing to the Holder's List.



By subscribing to the Holder's List, firms will automatically be notified when new documents or changes relating to this procurement occur.

***Only those who have subscribed to the Holder's List will receive notifications throughout the procurement process, up until a firm is selected.**

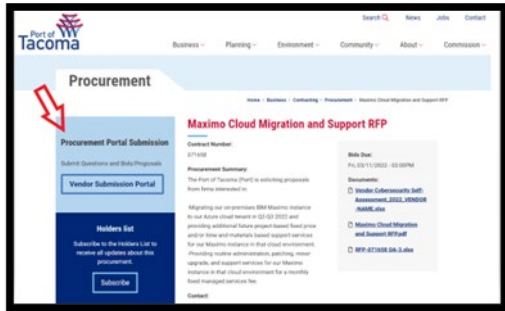
COMMUNICATION / INQUIRES

All communications is to be sent through Michelle Walker, the Procurement Analyst.

Proposers who, relative to this scope of services, contact any individuals or Commission members representing the NWSA or the PORT, other than the Procurement Representative listed on the solicitation may be disqualified from consideration.

ATTACHMENT A – INSTRUCTIONS FOR PROPOSING

Written questions about the meaning or intent of the Solicitation Documents shall only be submitted to the Procurement Department via the Procurement Portal (Portal link is accessible via this specific procurements website. See left side of page.).



Proposers who may have questions about provisions of these documents are to submit their questions by the date listed on the solicitation. The NWSA will respond to all written questions submitted by this deadline, and responses will be posted on the corresponding procurements website.

ADDENDA

The NWSA may make changes to this Solicitation. Oral or other interpretations, clarifications or submittal instructions will be without legal effect. Any information modifying a solicitation will be furnished in a formal, written addendum. If at any time, the NWSA changes, revises, deletes, increases, or otherwise modifies the Solicitation, the NWSA will issue a written Addendum to the Solicitation. Addenda will be posted to the NWSA's web site and conveyed to those potential submitters who have requested to be placed on the Holder's List.

SUBMITTAL PROCESS

Electronic Submittal:

PROPOSALS must be received via the procurement portal on or before the date and time outlined on the front page of this RFQ.

Procurement Submission Portal Instructions:

Navigate to this procurements web page (referencing the number and name) via the following link [Procurement | Port of Tacoma](#) or [Procurement | Northwest Seaport Alliance](#). While on the procurements page, click on the 'Procurement Submission Portal' link (located on the lefthand side of the page).

Full instructions on how to utilize the submission portal can be found on the NWSA's Procurement website.

Please submit PROPOSAL, including all separate attachments and compensation in separate Adobe Acrobat PDF format. Submittals need to be limited to **9 MB in total size. It is the Consultant's responsibility to verify the receipt of the submittal. Electronic verification will be provided.**

ATTACHMENT A – INSTRUCTIONS FOR PROPOSING

***Late PROPOSALS will not be accepted by the NWSA. PROPOSALS received after the stated date and time will not be reviewed and shall be deemed non-responsive.**

All PROPOSALS submitted shall be valid and binding on the submitting firm for a period of ninety (90) days following the submittal deadline and for any extension of time granted by the submitting firm.

EVALUATION AND AWARD PROCESS

An evaluation team, using the point method of award, will review each PROPOSAL and evaluate all responses received based upon the criteria listed herein. The NWSA may request clarifications or additional information, if needed. After the evaluation team individually scores each PROPOSAL, the scores are tallied, and the firms are ranked based on the scores.

A selection may be made based on the PROPOSALS and initial evaluation criteria alone. Alternatively, the evaluation team may create a short list of the top ranked firms and invite the short-listed firms in for interview and/or check references. Scores for reference checks and interviews will be tallied and added to the short-listed firm's initial evaluation scores. Final selection will be based on the accumulative score.

The NWSA intends to select the Proposer who represents the best value to the NWSA.

The NWSA reserves the right to accept or reject any or all information in its entirety or in part and to waive informalities and minor irregularities and to contract as the best interest of the NWSA may require. The NWSA reserves the right to reject any or all PROPOSALS submitted as non-responsive or non-responsible.

PROCEDURE WHEN ONLY ONE PROPOSAL IS RECEIVED

In the event that a single responsive PROPOSAL is received, the Proposer shall provide any additional data required by the NWSA to analyze the PROPOSAL. The NWSA reserves the right to reject such PROPOSALS for any reason.

GENERAL INFORMATION

News releases pertaining to this RFQ, the services, or the project to which it relates, shall not be made without prior approval by, and then only in coordination with, the NWSA.

COSTS BORNE BY PROPOSERS

All costs incurred in the preparation of a PROPOSAL and participation in this RFQ and negotiation process shall be borne by the proposing firms.

PROTEST PROCESS

A Bidder protesting for any reason the Bidding Documents, a Bidding procedure, the NWSA's objection to a Bidder or a person or entity proposed by the Bidder, including but not limited to a finding of non-Responsibility, the Award of the Contract or any other aspect arising from or relating in any way to the Bidding shall cause a written protest to be filed with the NWSA within two (2) business days of the event giving rise to the protest. (Intermediate Saturdays, Sundays, and legal holidays are not counted as business days.) The written protest shall include the name of the protesting Bidder, the bid solicitation number and title under which the protest is submitted, a detailed

ATTACHMENT A – INSTRUCTIONS FOR PROPOSING

description of the specific factual and legal grounds for the protest, copies of all supporting documents, evidence that the apparent low bidder has been given notice of the protest, and the specific relief requested. The written protest shall be sent by email to procurement@portoftacoma.com.

Consideration. Upon receipt of the written protest, the NWSA will consider the protest. The NWSA may, within three (3) business days of the NWSA's receipt of the protest, provide any other affected Bidder(s) the opportunity to respond in writing to the protest. If the protest is not resolved by mutual agreement of the protesting Bidder and the NWSA, the Contracts Director of the NWSA or his or her designee will review the issues and promptly furnish a final and binding written decision to the protesting Bidder and any other affected Bidder(s) within six (6) business days of the NWSA's receipt of the protest. (If more than one (1) protest is filed, the NWSA's decision will be provided within three (3), but no more than six (6) business days of the NWSA's receipt of the last protest.) If no reply is received from the NWSA during the six (6) business-day period, the protest will be deemed rejected.

Waiver. Failure to comply with these protest procedures will render a protest waived. **Condition Precedent.** Timely and proper compliance with and exhaustion of these protest procedures shall be a condition precedent to any otherwise permissible judicial consideration of a protest.

SMALL BUSINESS AND DISADVANTAGED BUSINESS OPPORTUNITIES

The Port of Tacoma encourages participation in all its contracts by MWBE firms certified by the Office of Minority and Women's Business Enterprises (**OMWBE**). Participation may be either on a direct basis in response to this solicitation/invitation or as a subcontractor to a Bidder/Proposer. However, unless required by federal statutes, regulations, grants, or contract terms referenced in the contract documents, no preference will be included in the evaluation of bids/submittals, no minimum level of MWBE participation shall be required as a condition for receiving an award and bids/submittals will not be rejected or considered non-responsive on that basis. Any affirmative action requirements set forth in federal regulations or statutes included or referenced in the contract documents will apply. The selected firm will be required to show evidence of outreach.

PUBLIC DISCLOSURE

PROPOSALS submitted under this Solicitation will be considered public documents and, with limited exceptions, will become public information and may be reviewed by appointment by anyone requesting to do so following the conclusion of the evaluation, negotiation, and award process. This process is concluded when a signed contract is completed between the NWSA and the selected Consultant.

If a firm considers any portion of its response to be protected under the law, the vendor shall clearly identify each such portion with words such as **CONFIDENTIAL**, **PROPRIETARY** or **TRADE SECRET** on each page for which the protection is sought. If a request is made for disclosure of such portion, the NWSA will notify the vendor of the request and allow the vendor not less than ten (10) days to seek a protective order from the Courts or other appropriate remedy and/or waive the claimed confidentiality. Unless

ATTACHMENT A – INSTRUCTIONS FOR PROPOSING

such protective order is obtained and provided to the NWSA by the stated deadline, the NWSA will release the requested portions of the PROPOSAL. By submitting a response, the vendor assents to the procedure outlined in this paragraph and shall have no claim against the NWSA on account of actions taken under such procedure.

PERSONAL SERVICES AGREEMENT NO. PA000000122

TITLE: Zero-Emission Terminal Planning Support

Consultant: [VENDOR], [VENDORADD]

CONTRACT OWNER: Graham VanderSchelden **PROJECT NO.:** [PROJECTNO]

THIS AGREEMENT is made and entered into by and between the Northwest Seaport Alliance (*hereinafter referred to as the **NWSA***) and [VENDOR] (*hereinafter referred to as the **Consultant***) for the furnishing of [DESCRIPTION] (*hereinafter referred to as the **Project***).

The Port and Consultant mutually agree as follows:

SCOPE OF WORK

[SOW]

DELIVERABLES

[DELIVERABLES]

COMPENSATION

\$(AMOUNT)...

TERM

The term of the Agreement shall be from the date of execution through...

AGREED

This agreement is expressly conditioned upon the Terms and Conditions attached ...

NORTHWEST SEAPORT ALLIANCE

[CONSULTANT]

By

By

Axa Turney

Date

Sr. Contract Administrator

[VENDORSIGN]

Date

[VENDORTITLE]

ATTACHMENT B – PERSONAL SERVICES CONTRACT TEMPLATE & TERMS AND CONDITIONS

In consideration of the mutual covenants, obligations, and compensation to be paid by the Port to Consultant, it is agreed that:

1. Key Personnel

The Consultant's and/or its subconsultants' key personnel, as described in its Consultant selection submittals, shall remain assigned for the duration of the Project unless otherwise agreed to by the Port.

2. Relationship of the Parties

Consultant and its subconsultants and their employees, are independent contractors. Nothing contained herein shall be deemed to create a relationship of employer and employee nor of principal and agent.

3. Conflicts of Interest

Consultant warrants that it has no direct nor indirect economic interest which conflicts in any manner with its performance of the Services required under this Agreement. Consultant warrants that it has not retained any person to solicit this Agreement and has not agreed to pay such person any compensation nor other consideration contingent upon the execution of this Agreement.

4. Compliance with Laws

Consultant agrees to comply with all local, state, tribal and federal laws and regulations applicable to the Project, including building codes and permitting regulations existing at the time this Agreement is executed and those regarding employee safety, the work place environment, and employment eligibility verifications as required by the Immigration and Naturalization Service. Consultant shall obtain all professional licenses and permits required to complete the Services.

5. Records and other Tangibles

The Port is a public entity and must maintain access to, and be able to provide, records per RCW 40.14, RCW 42.56 and the Secretary of State's Local Government Common Records Retention Schedule (CORE) Version 3.3 (October 2016). Therefore, until the expiration of six (6) years after the term of this Agreement, Consultant agrees to maintain accurate records of all activities done in providing the Services and to deliver such records to the Port upon termination of the Agreement or otherwise as requested by the Port.

6. Ownership of IP

The plans, specifications, models, programs, reports, and other products prepared by the Consultant in performing the Services are Instruments of Service for purposes of the copyright laws of the United States. The Port has ownership rights to the Instruments of Service. Consultant shall not be responsible for changes made in the Instruments of Service by anyone other than the Consultant. Consultant shall have free right to retain, copy and use any tangible materials or information produced but only for its own internal purposes. Use of the Instruments of Service for promotional purposes shall require the Port's prior consent. Notwithstanding anything to the contrary in this Agreement, Consultant and its personnel are free to use and employ their general skills, know how, and expertise, and use, disclose, and employ any generalized ideas, concepts, know-how, methods, techniques, or skills gained or learned during the course of this Agreement so long as they acquire and apply such information without any unauthorized use or disclosure of confidential or proprietary information from the Port.

7. Disclosure

All information developed by the Consultant and all information made available to the Consultant by the Port, and all analyses or opinions reached by the Consultant shall be confidential and shall not be disclosed by the Consultant without the written consent of the Port.

8. Compensation

As full compensation for the performance of its obligations of this Agreement and the Services, the Port shall pay Consultant as specified in the Agreement.

9. Payment Schedule

Consultant shall submit detailed numbered invoices monthly showing descriptions of the Services being invoiced, work order number, title of the Project, total authorized, total current invoice, balance of authorization, individual's names and titles, hours, hourly rate by the 10th of the following month to be paid by the end of the 30th, unless other terms are agreed to by the parties.

10. Costs and Disbursements

Consultant shall pay all costs and disbursements required for the performance of its the Services.

11. Insurance - Assumption of Risk

- a) As a further consideration in determining compensation amounts, Consultant shall procure and maintain, during the term of this Agreement, such commercial general, IT Professional or Cyber Liability, and automobile liability insurance as shall protect Consultant and any subconsultants performing the Services from claims for damages from bodily injury, including death, resulting there from as well as from claims for property damage and cyber-related risks such as theft, loss or misuse of data, release of private information as result of a network breach, penetration, compromise, or loss of IT systems control which may arise under this Agreement, whether arising from operations conducted by the Consultant, any subconsultants, or anyone directly or indirectly employed by either of them.
- b) The Consultant and its subconsultants shall indemnify, defend (the defense obligation shall not apply to professional liability claims), and hold harmless the Port of Tacoma and the Northwest Seaport Alliance and their respective appointed and elective officers

ATTACHMENT B – PERSONAL SERVICES CONTRACT TEMPLATE & TERMS AND CONDITIONS

and employees (“Indemnified Parties”) from and against any and all suits, claims, actions, losses, costs, penalties and damages of whatever kind and nature, including attorney fees and costs by reason of any and all claims and demands on the Indemnified Parties arising from the negligent acts, errors, or omissions by the Consultant in the performance of the Services.

- c) Not used
- d) Consultant shall indemnify and hold the Port of Tacoma and Northwest Seaport Alliance harmless from and against any liability, expense, fines, penalties, cost, demand, or other obligation, resulting from or out of any cyber-related risk that include theft, loss or misuse of data, release of private information as result of a network breach, penetration, compromise, or loss of IT systems control.

12. Standard of Care

Consultant shall perform the Services to conform to any applicable generally accepted professional standards. Consultant shall, without additional compensation, correct or revise any errors or omissions in such the Services.

13. Time

Time is of the essence in the performance of the Services.

14. Assignability

Consultant shall not assign any interest in this Agreement and shall not transfer any interest in the Agreement to any party without prior written consent of the Port.

15. Term of this Agreement

The effective dates of this Agreement are as specified. This Agreement may be terminated by the Port for cause when the Port deems continuation to be detrimental to its interests or for failure of the Consultant to perform the Services. The Port may terminate this Agreement at any time for government convenience in which case it shall provide notice to the Consultant and reimburse the Consultant for its costs and fees incurred prior to the notice of termination.

16. Disputes

If a dispute arises relating to this Agreement and cannot be settled through direct discussions, the parties agree to endeavor to settle the dispute through a mediation firm acceptable to both parties, the cost of which shall be divided equally. The Port reserves the right to join any dispute under this Agreement with any other claim in litigation or other dispute resolution forum, and the Consultant agrees to such joinder, so that all disputes related to the Project may be consolidated and resolved in one forum. Venue for any litigation shall be the Pierce County Superior Court of the state of Washington.

17. Extent of Agreement

This Agreement represents the entire and integrated understanding between the Port and Consultant and may be amended only by written instrument signed by both the Port and Consultant.