

QUESTIONS & RESPONSES #01
CONTRACT NUMBER: 052026-1032
RFP/RFQ TITLE: Non Financial Zero Emissions Truck Incentives

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QUESTIONS DUE DATE: Friday 6/5/26 @ 2:00 PM (PDT)
Q&A ISSUE DATE: 06/08/2026

Question	Answer	Question #
1. Do the statements “travel costs will not be reimbursed for the interview” and “the evaluation team may...invite the short-listed firms in for interview” imply that interviews, if conducted, will be expected to be held in person, or will NWSA provide a hybrid or remote attendance option for proposers?	interviews will be conducted via teams	3883
2. Can NWSA confirm whether Attachment C cost and rate information will be treated as public records after award? If so, are there any portions of the compensation submission that NWSA will not permit proposers to designate as confidential or trade secret under the public disclosure process?	it would be subject to public disclosure if requested. Typically, proposals and their supporting documents are not exempt from disclosure. If they are marked copyrighted or have some sort of language about proprietary information, we typically provide 3rd party notice to the company allowing them a small-time frame to seek a court order protecting the records from being released	3883
3. Does NWSA have any not-to-exceed budget, rate caps, or anticipated price range for this contract?	Budget is 75,000 dollars max	3883
4. For Task 3 stakeholder engagement, does NWSA have a preferred minimum number of interviews, listening sessions, or stakeholder groups?	No set minimum number expected - up for discussion with consultant recommendations	3883
5. Are there specific stakeholder categories NWSA expects to be included beyond those listed in the RFP, such as utilities, terminal tenants, labor, community-based organizations, or equipment vendors?	Open to suggestions by consultant, but expect trucking community/fleets, terminals, AND utilities (SCL and TPU) at a minimum	3883
6. For Task 4 best practices, does NWSA want the review limited to ports and freight facilities, or may proposers also include analogous programs from utilities, state agencies, national laboratories, or other transportation sectors?	Any other relveant comparable programs should be reviewed, not just restricted to port and freight authorities	3883
7. For Task 5, does NWSA prefer the incentive options list to be limited to actions within NWSA’s direct authority, or should it also include options that are feasible but would require coordination with external partners or agencies (e.g., terminal operators, labor, customers)?	All viable options should be included, including incentives not directly under NWSA control.	3883
8. For Task 7, does NWSA expect implementation roadmaps to include estimated staffing/resource needs and timing, or only a conceptual sequence of actions?	Roadmap does not need to include staffing or resource needs, this will be determined by NWSA based on the overall roadmap proposed by consultant	3883
9. For Task 8, does NWSA have preferred KPIs or baseline data sources it expects the consultant to use, or should the consultant propose those from scratch?	Consultant should propose any suitable KPIs, which may or may not include existing truck RFID data from terminal gates	3883
Is there an estimated total budget for the project?	NTE \$75,000	3878
Is there any additional information on the funding source, so we are aware of any flow-down provisions?	NWSA funded (no grants)	3878