



TO: **Management of the Puget Sound Zero-Emission Truck Collaborative**

SUBJECT: RFP NO. 071798

ADDENDUM NUMBER # 01

This addendum is issued to add, remove, clarify, and amend the following:

Adding Roadmap as an attachment that is called out on page 5 TASK 7



Decarbonizing Drayage: Roadmap 2020: DRAFT Conceptual Outline (1-10-23)

Section	Topics/Questions Addressed in this Section	Research/Data Needed to Inform this Section
Introduction & Context	<ul style="list-style-type: none"> • What is the genesis and purpose of the Roadmap? • Who developed it, and how? • Who is the Roadmap for and how do we envision it being used? • What is the implementation timeline? 	<ul style="list-style-type: none"> • Consensus of the Collaborative
Zero-emission truck availability and affordability	<ul style="list-style-type: none"> • What are the existing challenges and opportunities re: availability and affordability of zero-emission trucks in the Puget Sound region and WA state? • What is the strategy for making zero-emission trucks more available and affordable? • What mix of policies and programs already are in place to increase the availability and/or affordability of these trucks (e.g., Advanced Clean Truck Rule)? • What additional policies and programs are needed? • What role can/should a secondary market play? How do we go about establishing a secondary market? • Are there different business models for drayage service delivery that should be explored? 	<ul style="list-style-type: none"> • Scan of existing drayage companies' truck operating/purchasing model. • Current and projected future availability, access, and affordability (detailed assessment of total cost of ownership and drayage operator access to capital/ability to handle higher purchase price). • Additional analysis of barriers and opportunities? • Scan of existing policies and programs to increase availability/affordability, plus gaps analysis • Analysis of "best practices" in secondary market creation • Survey of: <ul style="list-style-type: none"> ○ OEMs ○ utilities, charging/fueling companies ○ truckers/trucking companies?

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Zero-emission truck charging and fueling infrastructure	<ul style="list-style-type: none"> • What are the existing challenges and opportunities re: zero emission truck charging and fueling infrastructure? • What network of charging and fueling infrastructure network is going to be necessary to enable the transition to zero-emission trucks? Where should charging and fueling stations be located? • How should charging/fueling infrastructure in the Puget Sound link up with/interact with more regional and national networks? • Who is responsible for planning and developing truck charging and fueling infrastructure? Assuming a mix of private (“behind-the-fence”) and public charging and fueling stations, how will infrastructure development efforts be coordinated? • What efforts are already underway to plan and develop this network? What more action is needed? • What policies/funding is needed to help build out the charging/fueling network? What financial incentives are needed to motivate private entities to invest in the necessary infrastructure. 	<ul style="list-style-type: none"> • Analysis of current and potential future drayage trucking patterns (i.e., where trips start and finish, major routes, where trucks are parked overnight, etc.) • Assessment of future charging/fueling needs (amounts and locations of electricity, clean hydrogen, etc.) • Analysis of cost to install charging/hydrogen fueling infrastructure, including analysis of business case for operators and/or other providers to install charging/fueling. • Scan of existing efforts to plan and develop truck charging/fueling infrastructure • Survey of: <ul style="list-style-type: none"> ○ appropriate local, state, and federal agencies ○ charging/fueling companies ○ truckers/trucking companies?
Supporting the trucking industry through the transition	<ul style="list-style-type: none"> • What support will truckers and trucking companies need to navigate this transition, and what is our strategy for providing that support? • What support will other aspects of the trucking industry – e.g., truck maintenance and repair – need to navigate this transition, and what is our strategy for providing that support? 	<ul style="list-style-type: none"> • Financial analyses of owning operating zero emission trucks across the spectrum of owner-operators to large fleets. • Scan of best practices by other ports? • Survey of: <ul style="list-style-type: none"> ○ Drayage truckers/companies ○ Truck maintenance and repair businesses
Ensuring a just and equitable transition	<ul style="list-style-type: none"> • The goal is to phase out emissions from drayage trucks by 2050 or sooner (especially in communities experiencing environmental health disparities) while at the same time preserving the economic well-being of drayage truck drivers/companies, many of whom are small, minority-owned businesses and/or low-income people-of-color. What is our strategy for doing that? 	<ul style="list-style-type: none"> • More refined analysis of: <ul style="list-style-type: none"> ○ truck emissions in EHD communities ○ demographics of drayage truckers/companies serving the NWSA gateway (e.g., race, ethnicity, annual income, etc.)
Funding & financing	<ul style="list-style-type: none"> • How much is the transition likely to cost, all things 	<ul style="list-style-type: none"> • Cost projections

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the transition	<p>considered (total cost of ownership of trucks, infrastructure, etc.)?</p> <ul style="list-style-type: none"> • Where is that funding going to come from? Who pays for what? • Should the Collaborative have a fund-raising strategy? If so, what should it be? • What kind of financing support will truckers/trucking companies need? 	<ul style="list-style-type: none"> • Scan and prioritization of funding opportunities • Scan and prioritization of potential financing mechanisms • Survey of: <ul style="list-style-type: none"> ○ Relevant state and federal agencies ○ Financial institutions ○ Drayage truckers/companies
Management and accountability	<ul style="list-style-type: none"> • Who is responsible for overseeing implementation of this Roadmap? Should the Zero Emission Truck Collaborative continue to exist to play that role? • If so, where should the Collaborative be housed over time, and how should it be funded? • How will progress be tracked and reported? What are the key indicators of success? 	<ul style="list-style-type: none"> • Consensus of the Collaborative