

**QUESTIONS & RESPONSES #02****CONTRACT NUMBER: PA000000122****RFP/RFQ TITLE: Zero-Emissions Terminal Planning Support****CONTACT: Michelle Walker, Procurement Analyst****EMAIL: [procurement@portoftacoma.com](mailto:procurement@portoftacoma.com)****PHONE NUMBER: 253-888-4744****QUESTIONS DUE DATE: Wednesday, October 8, 2025, @ 2:00 PM (PST)****Q&A ISSUE DATE: Wednesday, October 1, 2025**

#	Question	Answer	Question #
1	Are the engineering designs for key near term ZE CHE deployments expected to be 100% stamped engineering packages ready for bid? If not, can you clarify the level of design expectation (e.g., 30%, 60%, etc.).	We anticipate the engineering design for EB1 CHE deployments will be 100%, stamped, ready for bid (Task 10). Other engineering analyses performed as part of planning/roadmapping tasks are expected to be planning level (i.e. ~10%).	Q-003149
2	We would like to request a two week extension to the proposal deadline to allow us to assemble the right team for the bid.	Extended 2 weeks, See Addendum 01	Q-003149
3	Can you provide clarity on the level of detail on the design for Task 10? Does the NWSA have an idea for example of the number of charging stations expected to be designed, the percent design etc.?	We expect the design will be for approximately 5-10 charging stations for forklifts and/or yard tractors. We anticipate this design will be 100%, i.e. up through ready to go out to bid.	Q-003169
4	Will there be an interest/teaming form where interested parties can submit and then others can reach out to form teams?	We will not be facilitating formation of consultant teams to respond to this procurement. We will consider a single proposal developed by a team of consultants. Teams of consultants should describe how they will coordinate and work together to complete the entire scope of work.	Q-003190
5	Can you bid on the non-engineering tasks? Would you consider splitting this work into two different contracts?	We are seeking a consultant or team of consultants to deliver the project. Proposals will be scored based on their coverage of the entire scope of work.	Q-003190
6	Does the Port of Tacoma own or operate any vessels directly to consider in the study?	The study will not consider vessels owned by the Port of Tacoma or The Northwest Seaport Alliance. Vessels that would connect to shore power are ocean-going ships owned/operated by international shipping lines.	Q-003195
7	Will as-built drawing be provided for existing equipment to assist in inventory in Task 1 and 6?	As-built drawings may be provided as available to assist with infrastructure planning and design tasks.	Q-003195
8	When was the last arc flash analysis performed on existing equipment?	The last arc flash test was conducted at WUT in 2018 and at EB1 in 2019.	Q-003195
9	Do personnel need to be NFPA 70B compliant including regular infrared auditing?	Proposers should assume this certification is necessary	Q-003195
10	Roughly how many pieces of electrical equipment are on site?	Please clarify what is meant by electrical equipment.	Q-003195
11	The RFP references that NWSA recently completed the South Harbor Electrification Roadmap (SHERM). Can that document be provided?	Yes, we have posted the SHERM summary report as an attachment	Q-003191

12	The RFP calls for "Complete engineering design" to be completed under Task 10. Can NWSA clarify if this means 100% issued for construction designs, or conceptual designs? If 100% designs are required, can NWSA provide further clarification on the scope of the design efforts (number of chargers, charger types, number of sites, utility upgrade requirements, civil requirements, etc.)	100% design will be required, including bid package, but continued assistance through bid and construction will not be a part of this contract. We expect that the full design performed in Task 10 will be for 5-10 pieces of equipment (primarily forklifts) at EB1 Terminal only. We expect the civil upgrades to be determined during the design, but anticipate typical upgrades needed for charging corrals. The design should include coordination with the utility to identify any potential utility upgrades, assist with new service application, etc.	Q-003191
13	Has the NWSA identified preferred charging technologies for cargo-handling equipment (CHE), such as plug-in, inductive, or other systems?	No, preferred technologies will be identified through this planning process.	Q-003191
14	Has any operational analysis already been conducted to determine the zero emission vehicle energy needs for CHE at WUT and EB-1 terminals?	High level analysis was performed as part of the SHERM analysis based on operational schedules and terminal verbal reports of shifts and number of equipment that operate in regular and peak conditions. This planning study will likely need to re-do this analysis using the latest information, as the prior analysis is now dated.	Q-003191
15	Have any zero-emission vehicle types or battery specifications been identified or recommended for consideration for this study?	Not for most of the equipment covered by the planning work, we expect the consultant to help recommend appropriate technology assumptions as part of the planning work. In some cases, at EB1, our fleet manager has identified types of equipment to be purchased in the near term (i.e. about 5-10 pieces of equipment).	Q-003191
16	Does the existing CHE fleet have usage data logging capabilities, and if so, will that data be made available to the selected consultant?	Available information on the existing fleet will be made available to the consultant, which includes information like equipment engine specifications, annual hours of operation, and in some cases, fuel usage. To our knowledge, telematics, GPS and other advanced fleet data is not available.	Q-003191
17	Can you confirm that the EPA Clean Ports Program Planning grant funding is secured through the full project period of performance, ending December 31, 2027?	Yes, the EPA Clean Ports period of performance runs through 12/31/2027.	Q-003201
18	Section D. "Deliverables" specifically lists the emissions scenario tools to be provided in excel file format. Is it required or preferred that the scenario tool is excel-based or would NWSA consider a custom Power BI dashboard or 3rd-party software platform? Does subscription cost for a 3rd party platform impact this answer?	We are open to accepting the emission scenario tool in other software platform.	Q-003201
19	Is the infrastructure review and engineering design include ZE fuels infrastructure (e.g., hydrogen, ammonia), or is it solely focused on electrification?	The scope may include electrification and fuels infrastructure. We will be looking to the consultant leading the planning work to identify the best technologies for the duty cycles involved, with close engagement with the terminal operators.	Q-003201
20	Is the new South Harbor Electrification Roadmap (SHERM) available for review?	Yes, we have posted the SHERM summary report as an attachment	Q-003201

21	Does the RFP scope extend beyond cargo handling equipment, shore power, and fleet vehicles to include other SHERM elements such as buildings?	Terminal master planing will include the electrical system layout needed to serve future demands, including mobile sources and buildings. However, actual building energy audits and analysis beyond high level identification of electrification or other efficiency opportunities are out of scope for this analysis.	Q-003201
22	Can NWSA confirm that the near-term infrastructure design (Task 10) is limited to the 40 pieces of cargo-handling equipment at EB-1, or are additional assets included?	We anticipate design for Task 10 to cover approximately 5-10 pieces of equipment that will be purchased in the next 2-3 years. All 40 pieces are relevant for planning tasks.	Q-003201
23	Attachment B, Section 11 does not specify insurance limits. Would NWSA consider capping aggregate insurance requirements at \$2 million?	TBD	Q-003201
24	Would NWSA consider including a limitation of liability (capped at insurance limits) and a waiver of consequential damages in the final agreement?	TBD	Q-003201
25	Is a more detailed design and construction schedule available for Task 10, beyond the high-level milestone of Q4 2027?	No, the schedule will be developed as part of the design process	Q-003201
26	Should proposals for Task 10 include permitting, bidding, and construction support services, or is the scope limited to design only?	No, this task only includes design, up to 100% and preparing the bid package.	Q-003201
27	Has a construction budget been established for Task 10 infrastructure improvements?	No, the construction schedule will be established as part of the design process	Q-003201
28	Are any of the powered assets included in the scope required to have redundant power systems?	There isn't an existing policy requiring this to our knowlege. However, resiliency should be considered as part of the analysis.	Q-003201
29	Are existing electrical record drawings available for EB-1 Terminal to support infrastructure design?	Yes, drawings for the existing infrastructure are available.	Q-003201
30	Please can you provide the overall project scope for Task 10 full design "Complete engineering design for key near term ZE CHE deployments at EB-1 Terminal?	100% design will be required, including bid package, but continuted assistance through bid and construction will not be a part of this contract. We expect that the full design performed in Task 10 will be for 5-10 pieces of equipment (primarily forklifts) at EB1 Terminal only. We expect the civil upgrades to be determined during the design, but anticipate typical upgrades needed for charging corrals. The design should include coordination with the utility to identify any potential utility upgrades, assist with new service application, etc.	Q-003202
31	Does the total contract value include the full design Task 10 scope?	Yes, our intent is for the not to exceed number to include full design, up to 100% design and bid package (excluding permitting, bidding, and construction support)	Q-003202
32	Contract Exceptions	TBD	Q-003198 Q-003197 Q-003196