

SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT

REQUEST FOR APPLICATIONS

ON-ROAD HEAVY-DUTY WASTE TRANSPORTATION TRUCK REPLACEMENT PROGRAM

The San Joaquin Valley Air Pollution Control District (District) is seeking Heavy-Duty Truck replacement applications from waste transportation companies and owner/operators that haul solid waste to landfills within the jurisdiction of the District. The goal of the program is to replace heavy-duty waste transport trucks with 1996 through 2003 model year diesel engines with new heavy-duty trucks powered by 2011 or newer model year engines that meet or exceed emission standards of 0.20 g/bhp-hr oxides of nitrogen (NO_x) and 0.01 g/bhp-hr of particulate matter (PM). This program is not intended for refuse collection trucks or residential recycling collection trucks.

Submittal:

An application packet must be received at the address below on or before:

September 30, 2014
No Later than 5:00PM (post marks are accepted)

Address to:

Jeannine Tackett
San Joaquin Valley Air Pollution Control District
1990 East Gettysburg Avenue
Fresno, CA 93726-0244

Issuance Date: September 2, 2014

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1.0 Background

Pursuant to Health & Safety Code §40600, the San Joaquin Valley Unified Air Pollution Control District (District) is a Special District formed by the counties of Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, Tulare, and the portion of Kern County that is within the San Joaquin Valley Air Basin (SJVAB) with the primary purpose of controlling air pollution.

The challenges faced by the Valley with respect to air quality are unmatched by any other region in the nation. The Valley does not currently meet Federal health-based ambient air quality standards for ozone and PM_{2.5} and has been classified as Extreme Non-attainment for the 1-hour ozone and the 8-hour ozone standards. Topography, climate, geography, and the presence of two major transportation corridors connecting Northern and Southern California all contribute to the region's air pollution problem.

The District is undertaking several efforts to reduce the emission impacts of on-road trucks on local communities. District staff, along with California Air Resources Board (ARB) staff, have considered all available/eligible technology options and concluded that the technology options in this project are the best available technologies to achieve reductions in criteria and toxic emissions, cancer risk, and greenhouse gases. In addition, they are the best available technologies to mitigate Environmental Justice (EJ) concerns and maximize cost-effectiveness.

This Request for Applications (RFA) is being issued to solid waste transportation companies and owner/operators hauling solid waste to landfills within the District boundaries (see Attachment 1) to replace on-road heavy-duty trucks that transport solid waste with trucks equipped with a 2011 or newer model year engine certified by the California Air Resources Board (ARB) to meet or exceed the emissions standard of 0.20 g/bhp-hr oxides of nitrogen (NO_x) and 0.01 g/bhp-hr of particulate matter (PM).

District Contacts

Technical questions regarding this RFA should be addressed to:

Jeannine Tackett, Senior Air Quality Specialist
San Joaquin Valley Air Pollution Control District
1990 East Gettysburg Avenue
Fresno, CA 93726-0244
(559) 230-5800, FAX (559) 230-6112

2.0 Schedule of Events

Tuesday September 2, 2014	Release of RFA
Tuesday September 30, 2014	RFA Closes (No Later than 5:00PM)

3.0 Definitions

For the purpose of this RFA, the following definitions apply:

- 3.1 “Solid waste” means all putrescible and nonputrescible solid, and semisolid wastes, including garbage, trash, refuse, rubbish, ashes, yard waste, recyclable materials, industrial wastes, demolition and construction wastes, abandoned vehicles and parts thereof, discarded home and industrial appliances, manure, vegetable or animal solid and semisolid wastes, and other discarded solid and semisolid wastes originating from single-family or multiple family dwellings, stores, offices, and other commercial sources, and construction and demolition projects in residential and commercial zones, not including hazardous, radioactive, or medical waste.
- 3.2 “Roll off vehicle” means any heavy-duty vehicles used for transporting waste containers such as open boxes or compactors that may be removed from the tractor.
- 3.3 “Waste transportation truck” means an on-road heavy-duty vehicle with a manufacturer’s gross vehicle weight rating (GVWR) of greater than 26,000 pounds used for the purpose of transferring solid waste to a landfill, including roll off vehicles. For the purpose of this RFA, waste transportation truck does **not** include collection trucks engaged in door to door pick-up of residential and/or commercial solid waste.

4.0 Award Information

This RFA is open to any waste transportation company or owner/operator (sub-recipient) that primarily operates on-road heavy duty waste transportation trucks within the District. The criteria for eligible replacement projects are as follows:

4.1 Eligible Fleet

The sub-recipient’s fleet must be currently compliant with any applicable state regulations. For more information on compliance requirements, visit <http://www.arb.ca.gov/msprog/truckstop/truckstop.htm>.

4.2 Eligible Current Truck

4.2.1 Current truck must be a heavy-duty waste transportation truck with a gross vehicle weight rating (GVWR) of 26,001 pounds or more and be equipped with a 1996-2003 model year on-road diesel engine.

4.2.2 Current truck must be engaged in the transport of solid waste to a landfill.

4.2.3 Must **not** be a residential or commercial collection truck engaged in door to door pick-up of residential or commercial solid waste.

4.2.4 Operation within District Boundaries

Priority will be given to trucks that operate 100% of the time within the District boundaries (Attachment 1). Trucks will be ranked according to the scoring criteria in Attachment 5.

4.2.5 Current truck must have up to date registration with the DMV and operate at least seventy-five percent (75%) of the time within California.

4.3 Eligible Replacement Truck

4.3.1 Replacement truck must be powered by a 2011 model year or newer heavy-duty on-road engine certified by ARB to meet or exceed the current emissions standard of 0.20 g/bhp-hr oxides of nitrogen (NO_x) FEL and 0.01 g/bhp-hr of particulate matter (PM), as verified by ARB Engine Family Executive Order.

4.3.2 Replacement truck must be of similar type and horsepower rating as the existing truck.

4.3.3 Replacement truck must be equipped with the same weight class engine as the existing truck (either MHD or HHD).

4.3.4 Replacement truck can be new or used. Used trucks must have 300,000 miles or less on the odometer.

4.3.5 Replacement truck may be a diesel, alternative fuel (CNG, LNG, or Propane), hybrid, or zero-emission truck, provided they meet the stated emission standards.

4.3.6 Replacement truck must be operated in the same vocation as the current truck during the five-year project life as specified in section 3.6.

The ARB-certified engine must be available and approved by ARB for this program prior to submission of the application to the District. To view the most current list of Executive Orders for On-Road Engines, please visit: <http://www.arb.ca.gov/msprog/onroad/cert/cert.php>

4.4 Additional Criteria

4.4.1 The current truck that is replaced will be scrapped and rendered permanently inoperable by a dismantling facility that is contracted with the District as outlined in section 8.

4.4.2 A replacement that would have occurred according to the normal turnover schedule of the sub-recipient's fleet is not eligible.

3.4.2.1 Normal turnover is generally defined as a replacement that is scheduled to take place between now and the end of the project period (see section 3.6) due to the owner's budget plan, operating plan, standard procedures, or retirement schedule.

4.4.3 The purchase of a new vehicle to expand a fleet is not covered by this program.

4.4.4 A replacement truck may be purchased on a traditional finance loan or a lease to own as long as the term of the lease is greater than the project period.

4.5 Available Funding

Funding will be up to \$50,000.00 per eligible replacement truck. Priority funding will be given to trucks that operate 100% of their miles within the District boundaries (Attachment 1). Applications accepted, but not selected for funding under this RFA, may be considered for future funding opportunities.

This is a reimbursement program. Sub-recipients will be reimbursed for eligible invoiced costs up to the grant amount. Any costs greater than the grant amount will be the responsibility of the sub-recipient. The purchase of the replacement truck prior to an executed agreement with the District will render a proposal ineligible for funding. The funding for selected projects will be in the form of a grant agreement between the sub-recipient and the District.

4.6 Project Period

Sub-recipients will be required to own and operate the replacement truck during the project life which will be for a period of five (5) years commencing on the date

of sale as reported on the final sales invoice. During the project life, the replacement truck will be required to maintain an equivalent number of miles traveled within the District boundaries as the old truck and at least seventy-five percent (75%) of the miles traveled within California. The replacement truck must remain registered with the California DMV.

If subject to the Truck and Bus Regulation with the Air Resources Board (ARB), the replacement truck must be purchased and put into operation before its required compliance date. Sub-recipients must then submit a complete reimbursement request (as described in section 7.2). The District will have sixty (60) working days from the time of a completed post-inspection to provide the sub-recipient reimbursement. A Payment Procedures packet will be sent to sub-recipients with a copy of the final executed agreement.

4.7 Reporting Requirements

Annual reports will be required for the each year for the life of the project. These reports will be provided by the District and mailed to the sub-recipient based upon the invoice date of the replacement truck. Sub-recipients will be required to report annual mileage, fuel usage and area of operation of the replacement truck.

4.8 Sub-recipient Responsibilities

4.8.1 The current truck selected for funding will be required to be permanently rendered inoperable by a District approved DMV certified dismantler. A list of approved dismantlers will be provided to sub-recipients upon execution of a grant agreement with the District. Delivery of the current truck to the dismantler will be made by the sub-recipient within thirty (30) days of the delivery of the new truck, based on the invoice date. The dismantler will be responsible for rendering the truck permanently inoperable within sixty (60) days of receiving the truck from the sub-recipient.

4.8.2 The sub-recipient will retain ownership of the replacement truck for five (5) years from the purchase date of the truck. If the replacement truck is sold, the District will work with the sub-recipient to locate a new buyer who will agree to fulfill the terms of the contract to guarantee the projected emissions reduced still occur within the District boundaries.

4.8.3 The sub-recipient will perform regular maintenance as required by federal law to ensure that the replacement truck remain in good operating order for as long as possible.

5.0 Response Submittal Requirements

5.1 Contents of Proposal

This section contains instructions for proposal submission. It is the responsibility of the sub-recipient to carefully read and follow all proposal requirements within this RFA. Compliance with the RFA instructions is mandatory for a proposal to be considered for award. Failure to comply with the RFA instructions may cause a proposal to be deemed non-compliant and non-responsive, thus ineligible for award.

5.1.1 Application

See Attachment 2. All boxes must be completed. A separate application should be submitted for each truck being applied for.

5.1.2 Detailed Quote for Replacement Truck that includes all estimated associated costs.

5.1.3 Copy of the ARB Executive Order, including all attachments, for the engine in the proposed replacement truck.

5.1.4 Specification sheet for replacement truck.

5.1.5 California DMV Registration for the current truck

Proof of California registration for the past consecutive eight (8) months from the time the proposal is received. Registration can be CA based or IRP.

5.1.6 Copy of the title of the existing truck (title must be clean or lienholder signed off).

5.1.7 Usage documentation

Documentation to show mileage or fuel usage for the past 12 months from the time the application is received and clearly identifies the truck being applied for.

- a. Acceptable forms of usage documentation can include, but are not limited to, maintenance records, log books, fuel receipts, and BIT Inspection forms. Documentation must clearly identify the truck on application.

5.1.8 Copy of proof of insurance for the past 24 months that is specific to the truck being applied for.

5.1.9 Verification that the sub-recipient's fleet is currently in compliance with all applicable state regulations.

5.1.10 Verification of Disadvantage Business Enterprise (DBE) status (if applicable).

5.1.11 First Page of IRS Form W-9 Request for Taxpayer Identification.

5.1.12 Registration with System for Award Management (SAM) www.sam.gov. Sub-recipient must register in the SAM [previously Central Contractor Registration (CCR)] using their business entity's Data Universal Numbering System (DUNS) number.

a. A DUNS number may be requested at 866-705-5711 or <http://fedgov.dnb.com/webform>

b. A DUNS number can be registered with SAM at www.sam.gov

5.2 Proposal Submission

The proposal must be complete and accurate. Omissions, inaccuracies, or misstatements will be sufficient cause for rejection of a proposal.

All documents contained in the original proposal package must have original signatures and must be signed by a person who is authorized to bind the proposing firm. The signature must indicate the title or position that the individual holds in the firm.

5.2.1 Due Date

Proposals submitted in person must be received at the address below, no later than 5:00PM Pacific Standard Time Friday May 9, 2014 (post marks are accepted).

Contact Name

Jeannine Tackett
San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Ave.
Fresno, CA 93726-0244

5.2.2 Sub-recipient Responsibilities

Before submitting a response to this solicitation, sub-recipient must review the application, correct all errors, and confirm compliance with the RFA requirements.

It is the sub-recipient's responsibility to review all attachments and information to ensure that it appropriately responds to this RFA and understands the terms and conditions under which it would be responsible should it receive a grant award.

5.2.3 Disposition of Proposals

Upon proposal receipt, all original documents submitted in response to this RFA will become the property of the District, and will be regarded as public records under the California Public Records Act (Government Code Section 6250 et seq.). The following information shall be kept from public review unless mandated by Judicial Order: confidential information, such as social security numbers, medical information; trade secrets, copyrighted materials and other information deemed non-releasable by the Public Records Act.

6.0 Evaluation

6.1 Proposal Evaluation

The District will conduct an administrative evaluation in accordance with the RFA requirements to determine a sub-recipient's responsiveness and responsibility. Each proposal will be checked for completeness and/or absence of all required information and to ensure that the sub-recipient meets the minimum qualifications in conformance with the submission requirements. During the evaluation period, if an item is unclear or needs further clarification, the District may request sub-recipients to provide additional documentation.

Proposals that meet the minimum qualifications of this RFA will be ranked based on the criteria below and scored according to the criteria in Attachment 5. Priority will be given to trucks that operate 100% of their miles traveled within the District boundaries as outlined in section 6.2.

6.1.1 Cost Effectiveness

Cost-effectiveness will be based on the amount of grant dollars spent per ton of emissions reduced. Points awarded for this section will be based on the following calculation:

$$40/x = n$$

$$b = n (x + 1 - a)$$

x = total number of projects

y = total possible points (for this RFA, y = 40)

a = rank of proposal's cost effectiveness based on scale of 1 through x (x being the total number of proposals received; 1 being the most cost-effective and x being the least cost-effective)

b = number of points assigned to proposal

n = incremental value between each rank

Example:

Total number of projects (x) is 60. Project is the 10th most cost effective (a = 10).

$$40/60 = .67 \quad b = .67 (60+1-10) \quad b = 34.17 \text{ points awarded}$$

6.1.2 Percentage of Operation Within Environmental Justice Areas

A higher ranking will be given to proposals that haul waste to facilities or sites located within the District's designated EJ areas (see Attachment 4).

6.1.3 Use of Optional Emission Reduction Technology

A higher ranking will be given to proposals with a replacement truck that is powered by a diesel, alternative fuel (CNG, LNG, or Propane), hybrid, or zero-emission engine, and/or is equipped with SmartWay-certified technologies.

6.1.4 Disadvantaged Business Enterprise (DBE)

A higher ranking will be given to proposals received from certified DBE's (verified through SAM registration).

6.2 Proposal Selection/Award

It is the District's goal to replace as many waste-transport trucks as possible. The District reserves the right to award multiple grants and offer grants in the amount of up to \$50,000.00 to cover eligible costs associated with the replacement truck

Proposal selection and awards will be conducted as follows:

- 6.2.1 Awards will first be made to trucks operating 100% of their miles traveled within the District boundaries and will be based on the highest overall ranking proposals for this group.
- 6.2.2 If funds remain, trucks traveling less than 100% within the District will then be selected based on the highest overall ranking for this group.
- 6.2.3 Prior to offering an award agreement, the District will require an inspection of the existing truck by District Staff.
- 6.2.4 Inspection of Existing Truck will be conducted by District staff at a location within District boundaries by appointment. The purpose of the inspection is to verify the operational condition of the truck and ensure all information provide about the truck is accurate.

6.3 Proposal Rejection

- 6.3.1 Proposals must be submitted for the performance of all the services as described herein. Any deviation from the RFA will not be considered and may cause a proposal to be rejected.
- 6.3.2 Proposals must be complete in all respects as required by the RFA. A proposal may be rejected if it is conditional or incomplete, or if it contains any alterations of form or other irregularities of any kind.
- 6.3.3 Proposals that contain false or misleading statements. Including those which provide references that do not support an attribute or condition claimed by the proposal, may be rejected.

7.0 Payment

Payment will be issued to the sub-recipient after the completion of a post-inspection for both the replacement truck and the current truck by District staff and receipt of a complete claim for payment package from the sub-recipient.

- 7.1 Post-Inspection by District Staff - All sub-recipients will undergo two post-monitoring site visits by District staff prior to any reimbursement which include taking photographs and completing a monitoring report. The purposes of the site visits are:
 - 7.1.1 To verify the new replacement equipment has been placed into service and is eligible as a replacement. The submission of a

complete Claim for Payment Packet by the sub-recipient triggers the site visit

- 7.1.2 To ensure the current truck and it's engine were properly destroyed in accordance with the terms of the agreement. The receipt of a Notice of Destruction Form by the dismantler triggers the site visit.
- 7.1.3 Both site visits must be completed and deemed by staff to meet program requirements before incentive funds can be released. The District retains the right to hold additional site visits **at any time** during the life of the project.

7.2 Required Documentation for a Complete Claim for Payment Packet

- 7.2.1 Completed and signed Heavy-Duty Waste Truck Program Claim for Payment Form
- 7.2.2 A copy of the final invoice for the purchase of the replacement truck
- 7.2.3 Copy of warranty for the replacement truck
- 7.2.4 Copy of DMV paperwork showing the replacement truck is registered to the applicant in California.
- 7.2.5 A copy of the title of the current truck signed and dated by the applicant to release interest in the truck.
- 7.2.6 (Used Replacement Trucks only) A copy of the title of the replacement truck showing that it is not a salvage title
- 7.2.7 Proof of payment such as copy of check or finance documents
- 7.2.8 Current Truck Status Form
- 7.2.9 Certificate of Destruction Form - the sub-recipient must obtain a District Certificate of Destruction Form from the dismantling facility. The form must be filled out completely and signed by an employee of the dismantling facility.

8.0 Dismantling Requirements

The current truck and its engine shall be physically destroyed by a contracted dismantler in such a manner to eliminate the possibility of future use. The contracted dismantler shall perform the following steps for destruction and notification to the District.

8.1 Destruction Requirements

- 8.2.1 Completely sever the frame rails so that the frame is no longer capable of being used in a truck.
- 8.2.2 Destroy and render useless the current truck's engine. A 4 to 5-inch diameter hole must be punched into the engine block and should include a portion of the oil pan rail (sealing surface).
- 8.2.3 Not destroy any identifying numbers on the truck and/or its engine such as the Vehicle Identification Numbers (VIN) or engine serial numbers. If the truck VIN or engine serial number cannot be located, the truck must not be scrapped or destroyed until notification is made to District staff for assessment.
- 8.2.4 The Dismantler may not use or permit the use of the current truck, except use as necessary to move it for destruction or storage. The Dismantler must not remove the current truck from their property, or part out a current truck, until a post-destruction-inspection by the District has been performed and the Dismantler has been given approval by the District.

8.2 Notification to the District of the destroyed current truck must be made using the District's Notice of Destruction Form.

- 8.2.1 Notify the District that the current truck is destroyed and ready for inspection within 10 days of the current truck's destruction.
- 8.2.2 Allow the destruction of the engine and current truck to be documented by the District. The District must verify in-person the proper destruction of the current truck and its engine. District staff must also verify the current truck's VIN and engine serial number.
- 8.2.3 File a Notice of Acquisition/Report of Vehicle to be Dismantled (REG 42) and provide the District with proof of this filing within sixty (60) days receipt of the current truck.

9.0 Other Conditions of Award

No oral understanding or agreement shall be binding on either party. Any changes or alterations to the grant/agreement must be in writing and approved by both parties.

All emission reductions provided by this project would be required to be surplus to existing EPA and ARB on-road truck regulations.

10.0 Additional Requirements

By signing the application, the sub-recipient agrees to comply with the following if selected for funding:

10.1 Procurement Policies and Procedures

When procuring services, equipment, and/or supplies under this agreement, the sub-recipient shall follow the same policies and procedures it uses for procurements from non-Federal funds provided that the policies and procedures conform with EPA regulations 40 CFR Part 31.36 or 30.44 (as applicable) which state that all procurement transactions will be conducted in a manner providing full and open competition.

10.2 Disadvantaged Business Enterprise (DBE) utilization

The sub-recipient shall not discriminate on the basis of race, color, national origin or sex in the performance of any projects selected for funding under this RFA. Sub-recipient s shall carry out applicable requirements of 40 CFR Part 33 in the award and administration of contracts awarded as a result of any grant agreement resulting from this RFA. In addition, sub-recipients must also agree to make good faith efforts whenever procuring construction, equipment, services and supplies under a federally funded grant agreement, and to ensure that prime contractors also comply with 40 CFR Section 33.301. Records documenting compliance with the six faith good efforts shall be retained.

Sub-recipients may be required to complete EPA Form 6100-4—DBE Program Subcontractor Utilization Form, and EPA Form 6100-3—DBE Program Subcontractor Performance Forms from each subcontractor. EPA forms and information on the DBE Rule, forms, and fact sheets can be downloaded from http://www.epa.gov/osbp/dbe_forms.htm.

10.3 Payment to Consultants

Per 40 CFR Part 31.36(j), EPA's participation in the salary rate (excluding overhead and travel) paid to individual consultants retained by the sub-recipient or by the sub-recipient's contractors or subcontractors shall be limited to the maximum daily rate for a Level IV of the Executive Schedule, to be adjusted annually. The Federal Executive Schedule (i.e., Salary Table) is located at: <http://www.opm.gov/oca>. This limit applies to consultation services of designated individuals with specialized skills and if the terms of the contract provide the sub-recipient with the responsibility for the selection, direction, and control of the individuals who will be providing services under the contract at an hourly or daily

rate of compensation. This rate does not include overhead or travel costs and the sub-recipient may pay these in accordance with its normal travel practices.

Sub-agreements with firms or individuals for services which are awarded using the procurement requirements in 40 CFR Part 31, are not affected by this limitation unless the terms of the contract provide the sub-recipient with responsibility for the selection, direction, and control of the individuals who will be providing services under the contract at an hourly or daily rate of compensation. See 40 CFR Part 31.36(j)(2).

10.4 Cost Principles

The cost principles of 2 CFR 225, 230, or 220 (formerly OMB Circular A-87, A-122, or A-21) are applicable to this award.

10.5 Restrictions Regarding Lobbying

Sub-recipients will be required to comply with Title 40 CFR Part 34, *New Restrictions on Lobbying*.

10.6 Lobbying and Litigation

Sub-recipients will be required to certify that no funds awarded will be used to engage in lobbying of the Federal Government, ARB or in litigation against the United States unless authorized under existing law. Sub-recipients will be required to abide by their respective 2 CFR 220, 225 or 230 (formerly OMB Circular A-21, A-87, or A-122) which prohibits the use of federal grant funds for litigation against the United States or for lobbying or other political activities.

10.7 Use of Specified Products Containing Recycled Materials

As applicable, any agency of a political subdivision of a State shall comply with the requirements set forth in Section 6002 of the Resource Conservation and Recovery Act (RCRA) (42 U.S.C. 6962), which requires that preference be given in procurement programs to the purchase of specific products containing recycled materials identified in the guidelines developed by EPA. These guidelines are listed in 40 CFR 247. Regulations issued under RCRA Section 6002 apply to any acquisition of an item where the purchase price exceeds \$10,000 or where the quantity of such items acquired in the course of the preceding fiscal year was \$10,000 or more.

10.8 Hotel and Motel Safety

The sub-recipient agrees to ensure that all conference, meeting, convention, or training space funded in whole or in part with Federal funds complies with the protection and control guidelines of the Hotel and Motel Fire Safety Act (PL 101-391, as amended). The sub-recipient may search the Hotel-Motel National

Master List at <http://www.usfa.dhs.gov/applications/hotel/> to see if property is in compliance (FEMA ID is currently not required), or to find other information about the Act.

10.9 Drug-Free Workplace

Sub-recipients must make an ongoing, good faith effort to maintain a drug-free workplace pursuant to the specific requirements as set forth in Title 40 CFR 36.200 – 36.230. Additionally, in accordance with these regulations, the sub-recipients must identify all known workplaces and keep this information on file.

10.10 Debarment and Suspension

In order to be eligible for participation in this RFA, sub-recipients must not presently be debarred, suspended, proposed for debarment, declared ineligible, voluntarily excluded from participation, or otherwise excluded from or ineligible for participation under federal assistance programs. Sub-recipients must ensure that all subcontractors employed for conduct of this project certify to the sub-recipient compliance with this provision of law.

10.11 Trafficking Victims Protection Act

Sub-recipients will be required to abide by the following Prohibition Statement and contact the District regarding a violation of a prohibition in the Prohibition Statement below:

Prohibition Statement: You as the recipient, your employees, sub-recipients under this award, and sub-recipients' employees may not engage in severe forms of trafficking in persons during the period of time that the award is in effect; procure a commercial sex act during the period of time that the award is in effect; or use forced labor in the performance of the award or sub-awards under the award.

10.12 Use of Funds Restriction

Mandated Measures: Sub-recipient agrees that funds under this award cannot be used for emissions reductions that are mandated under Federal, State or local law. This refers to specific compliance dates within the mandate, not when the mandate is passed. Voluntary or elective emissions reduction measures shall not be considered "mandated," regardless of whether the reductions are included in the State Implementation Plan of a State.

10.13 Uniform Administrative Requirements

Sub-recipients agree to comply with 40 CFR Part 31, Uniform Administrative Requirements for Grants and Cooperative Agreements to States and Local Governments.

10.14 Delays or Favorable Developments

Sub-recipients are to promptly notify District of any problems, delays, or adverse conditions which may materially impair their ability to deliver on the outputs/outcomes specified in the grant agreement. This disclosure must include a statement of the action taken, or contemplated, and any assistance needed to resolve the situation. The sub-recipient agrees that it will also notify the District of any favorable developments which may enable meeting time schedules and objectives sooner or at less cost than anticipated or producing more beneficial results than stated in the grant agreement.

10.15 Equipment Use, Management, and Disposition

The sub-recipient agrees the equipment acquired with funding from this grant will be subject to the use and management and disposition regulations at 40 CFR 30.34 and 31.32, as applicable. Equipment is defined as tangible non-expendable personal property having a useful life of more than one year and an acquisition cost and/or current market value of \$5,000 or more per unit. Certified or verified technologies, vehicles, engines and nonroad equipment are considered to be equipment to the extent they fall within this definition.

10.16 Environmentally Preferable Products/Services/Meetings

Consistent with local, state, and federal grant procurement rules, sub-recipients shall, when feasible, purchase environmentally preferable products/services and hold conferences/meetings using environmentally preferable measures. Environmentally preferable products/services and environmentally preferable measures include those that have a lesser or reduced effect on the environment when compared with competing products, services, or measures that serve the same purpose. This comparison may consider raw materials acquisition, production, manufacturing, packaging, distribution, reuse, operation, maintenance, or disposal of the product or service. In addition, environmentally preferable measures for conferences/meetings apply to large gatherings of ten or more persons.

10.17 Prevailing Wages and Professionals

If applicable, the selected sub-recipients shall follow all provisions of State Labor Code Section 1771 regarding prevailing wages. If projects involve installation or construction, the selected sub-recipients agree that only licensed professionals will be used.

10.18 Data Universal Numbering System Number

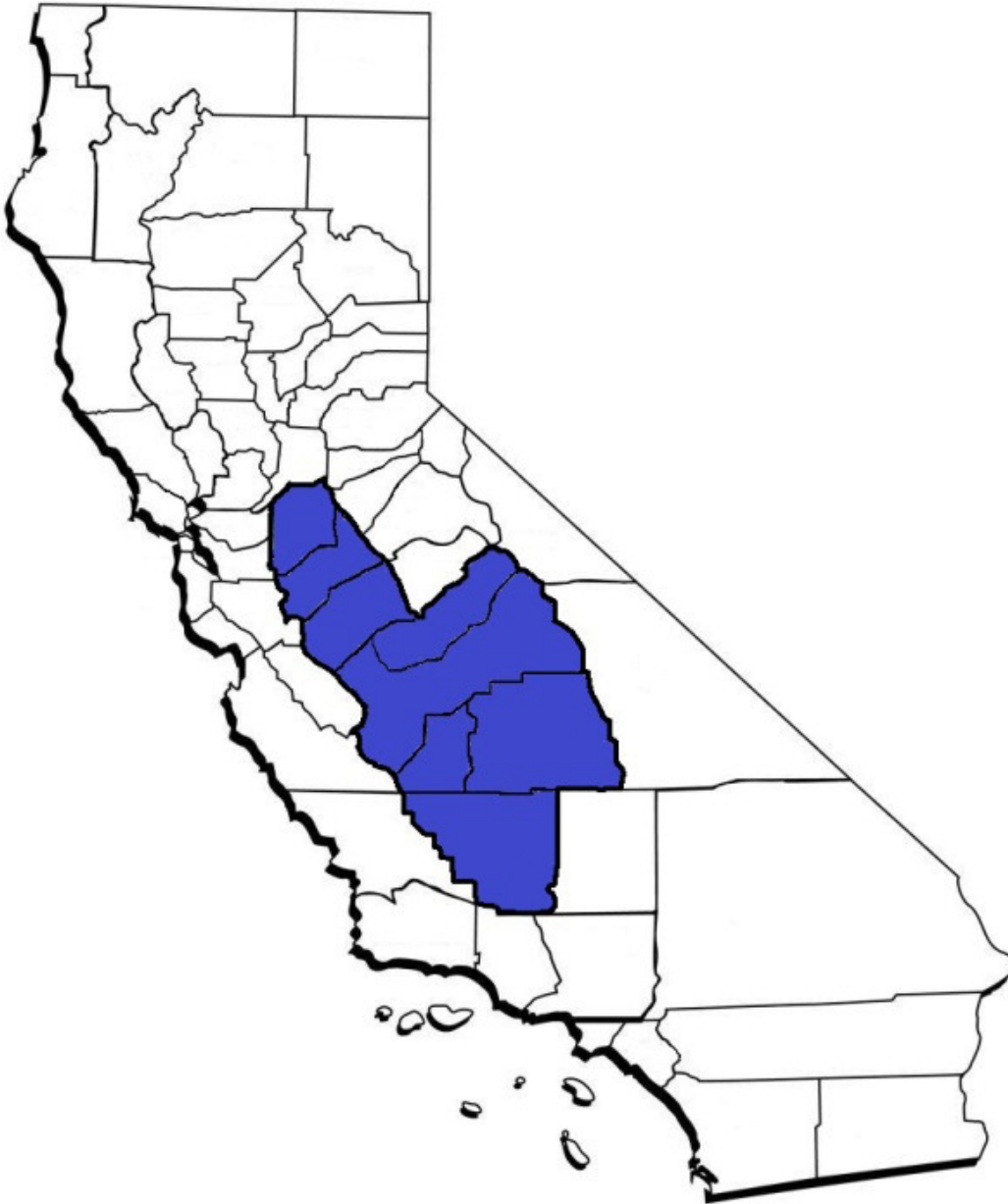
All program sub-recipients must have and include in their proposal (see section 4.1) a Data Universal Numbering System (DUNS) number. A DUNS number is the nine-digit number established and assigned by Dun and Bradstreet, Inc.

Request for Applications
On-Road Heavy-Duty Waste Transportation Truck Replacement Program
September 2014

(D&B) to uniquely identify business entities. A DUNS number may be obtained from D&B by telephone (currently 866-705-5711) or the Internet (currently at <http://fedgov.dnb.com/webform>).

Attachment 1 – San Joaquin Valley Unified Air Pollution Control District (District)

The District consists of the San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, and Tulare counties, and the western portion of Kern County.



Attachment 2 – Proposal Application

ON-ROAD HEAVY-DUTY WASTE TRANSPORTATION TRUCK REPLACEMENT PROGRAM

SECTION 1 – SUB-RECIPIENT INFORMATION (PLEASE PRINT OR TYPE) (REQUIRED)

ORGANIZATION INFORMATION		
1. Organization, Company or Proprietor's Name (as it will appear on the contract and the check; must match W-9):		
2. Business Type (check appropriate box): <input type="checkbox"/> Sole Proprietor <input type="checkbox"/> C Corporation <input type="checkbox"/> S Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> LLC <input type="checkbox"/> Government <input type="checkbox"/> Other		
3. Tax ID (Form W-9) Employer ID or Individual/Sole- Proprietor SSN:		
4. DUNS Number:	5. Is business a certified DBE? <input type="checkbox"/> No <input type="checkbox"/> Yes	
6. Address:		
7. City:	8. State:	9. Zip Code:
10. Mailing Address (if different from above):		
11. City:	12. State:	13. Zip Code:
PRIMARY CONTACT INFORMATION		
14. First and Last Name:		15. Title:
16. Phone Number:	17. Fax Number:	
18. Alternate Contact Number:	19. Email:	
AGREEMENT SIGNING AUTHORITY INFORMATION		
20. First and Last Name:		21. Title:

SECTION 2 – ACTIVITY INFORMATION (REQUIRED)

1. Truck Garage Address:		2. City:
3. Zip Code:	4. Has the truck on this application ever received or been considered for other grant funding? <input type="checkbox"/> No <input type="checkbox"/> Yes, explain:	
5. County of Operation (check all that apply): <input type="checkbox"/> Fresno <input type="checkbox"/> Kern (Valley Portion) <input type="checkbox"/> Kings <input type="checkbox"/> Madera <input type="checkbox"/> Merced <input type="checkbox"/> San Joaquin <input type="checkbox"/> Stanislaus <input type="checkbox"/> Tulare <input type="checkbox"/> Other, specify:		
6. % Use in CA:	7. % Use in the District:	

SECTION 3 – CURRENT TRUCK ROUTE (REQUIRED)

1. Physical address of the facility or site this truck hauls waste to. If multiple locations, list all locations truck currently hauls to:
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SECTION 4 – CURRENT (OLD) TRUCK INFORMATION (REQUIRED)

CURRENT TRUCK			
1. Truck Make:	2. Truck Model:	3. Truck Model Year:	
4. Vehicle Identification Number:		5. License Plate Number	
6. Odometer Reading:	7. GVWR:	8. Fleet ID (optional):	
9. Truck Operational? <input type="checkbox"/> Yes <input type="checkbox"/> No, Truck is ineligible.		10. Have you owned and operated the equipment in California for the previous two (2) years? <input type="checkbox"/> Yes <input type="checkbox"/> No, Truck is ineligible.	
11. Is the truck used seasonally? <input type="checkbox"/> No <input type="checkbox"/> Yes, explain:			
CURRENT ENGINE			
12. Engine Make:	13. Engine Model:	14. Engine Model Year:	15. Horsepower Rating:
16. Engine Serial Number:		17. EPA-Certified Engine Family Name (if applicable):	
18. Fuel Type: <input type="checkbox"/> Diesel <input type="checkbox"/> Other		19. Engine operational? <input type="checkbox"/> Yes <input type="checkbox"/> No, Truck is ineligible.	

SECTION 5 – REPLACEMENT TRUCK INFORMATION (REQUIRED)

REPLACEMENT TRUCK			
1. Truck Make:		2. Truck Model:	
3. Truck Model Year:		4. GVWR:	
5. Vehicle Identification Number (if available)		6. Odometer Reading:	
7. Is this truck a Glider Kit? <input type="checkbox"/> No <input type="checkbox"/> Yes, this Truck is ineligible for		8. Delivery Date:	9. Truck Operational? <input type="checkbox"/> Yes <input type="checkbox"/> No, Truck is ineligible
REPLACEMENT TRUCK ENGINE			
10. Engine Make:		11. Engine Model:	
12. Engine Model Year:	13. Horsepower Rating:	14. Engine Serial Number	
15. EPA-Certified Engine Family Name:		16. Smartway Certified? <input type="checkbox"/> Yes <input type="checkbox"/> No	
17. Fuel Type/Power Source: <input type="checkbox"/> Diesel <input type="checkbox"/> Alternative Fuel (CNG, LNG, Propane ect.) <input type="checkbox"/> Hybrid <input type="checkbox"/> Zero Emission <input type="checkbox"/> Other:_____			

SECTION 6 – CERTIFICATIONS (REQUIRED)

I have read the Request for Applications (RFA) and agree to **ALL** the following terms and conditions by **initialing each of the following sections**:

Initial _____ The emission reductions obtained through this program are **not** required by any federal, state, or local regulation, memorandum of agreement/understanding (MOA/MOU) with a regulatory agency, settlement agreement, mitigation requirement, or other legal mandate.

Initial _____ Projects funded by SJVAPCD will **not** be used as marketable emission reduction credits, to offset any emission reduction obligation, or for credit under any federal or state emission averaging, banking and trading program.

Initial _____ Proposed project has not received funding or is under agreement with any other air district, ARB, or any other public agency.

Initial _____ Will comply with the reporting requirements and keep appropriate records for the life of the project/agreement, as determined by the SJVAPCD.

Initial _____ Will maintain replacement value insurance on the reduced-emission replacement truck.

Initial _____ The replacement of the current truck would not have occurred according to the normal turnover schedule of the sub-recipient's fleet.

I hereby certify that all information provided in this application and any attachments are true and correct to the best of my knowledge.

Sub-recipient Signature

Date

SECTION 7 – THIRD PARTY INFORMATION (IF APPLICABLE)

This section **must be completed** if any part or all of the application was filled out on your behalf, by a third party.

1. Contact Name and Title:
2. Business Name:
3. Phone Number:
4. Cost of Services (not eligible for funding reimbursement):

I hereby certify that all information provided in this application and any attachments are true and correct to the best of my knowledge, and that SJVAPCD funds may not be utilized to compensate me for my services.

Third Party Signature

Date

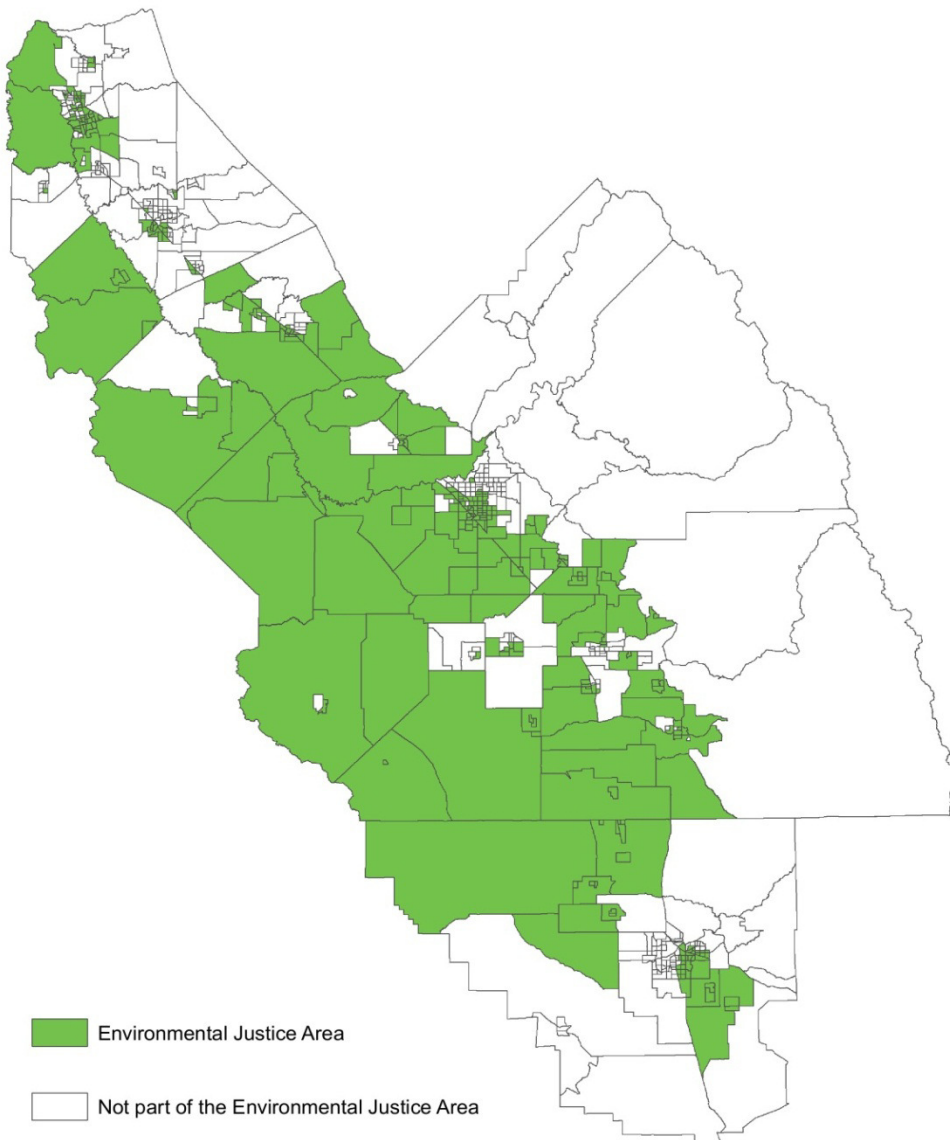
Attachment 3 – Proposal Checklist

When submitting a proposal for consideration, submit a **complete** proposal. An incomplete proposal may cause a proposal to be deemed non-compliant and non-responsive, thus ineligible for award. A complete proposal includes the following items as described in section 5.1:

- Completed **Application (Attachment 2)**, no required fields blank.
- DUNS** number provided and **registered with SAM**.
- Verification of **Disadvantaged Business Enterprise (DBE)** status (if applicable)
- Completed **Certifications** section of Application, initialed and signed in blue ink.
- First page of IRS **Form W-9**.
- Fleet Compliance Verification** showing current fleet compliance with applicable Air Resources Board Regulations.
- If applicable, completed **Third Party Information**, signed in blue ink.
- Dated and itemized dealer **quote** for reduced-emission replacement truck.
 - ❖ The quote must provide a breakdown, including specific engine information such as the make, model, and model year of the truck and the engine.
- A manufacturer's **Truck Specification Data Sheet** showing replacement truck GVWR.
- Copy of the entire applicable **ARB Executive Order** for reduced-emission replacement truck engine.
- Copy of the current truck **Title**, showing no lienholder or lienholder signed off.
- Copies of the Department of Motor Vehicle **Registration**. Truck must be registered (California base-plated or International Registration Plan) in the State of California for the past eight (8) months prior to the application submission date.
- Usage Verification** for the past twelve (12) months, specific to the current truck. Acceptable documentation includes maintenance reports, mileage logs, fuel usage records, freight manifest, daily manifest, trip sheets, fuel tax records, and pay stubs; must clearly identify the current truck on the application.
- Copy of truck **Insurance** for the past twenty-four (24) months including current, specific to the current truck.

Attachment 4 – District’s Environmental Justice Areas

A Google Earth map of the District’s designated EJ areas can be viewed at:
http://valleyair.org/Programs/EnvironmentalJustice/Environmental_Justice_idx.htm



Attachment 5 – Proposal Evaluation Ranking Criteria

Ranking Rubric for Eligible Proposals 100 Total Points Possible
Section 1. Cost Effectiveness
<p>a. Cost effectiveness, ranked compared to other eligible proposals (maximum 50 points possible)</p> <p>Points awarded for this section will be based on the following calculation: $50/x = n$ $b = n (x + 1 - a)$ x = total number of projects y = total possible points (for this RFA, y = 50) a = rank of proposal's cost effectiveness based on scale of 1 through x (x being the total number of proposals received; 1 being the most cost-effective and x being the least cost-effective) b = number of points assigned to proposal n = incremental value between each rank</p> <p>Example: Total number of projects (x) is 60. Project is the 10th most cost effective (a = 10). $50/60 = .83$ $b = .83 * (60+1-10)$ $b = 42.33$ points awarded</p>
Section 2. Percent Usage Within Environmental Justice Areas (see Attachment 4)
<p>a. Percent annual usage within EJ boundaries (30 points possible)</p> <ul style="list-style-type: none"> • 70-100%, 30 points awarded • 40-69%, 20 points awarded • >0-39%, 10 points awarded • 0%, 0 points awarded
Section 3. Optional Emission Reduction Technology
<p>a. Comparison of emission reduction technologies (10 points possible)</p> <ul style="list-style-type: none"> • Zero Emissions Vehicle, 10 points awarded • Alternative fuels (CNG, LNG) + SmartWay or Hybrid Engine + Smartway, 7.5 points awarded • Alternative fuels (CNG, LNG) or Hybrid Engine or Smartway, 5 points awarded
Section 5. Disadvantaged Business Enterprise
<p>a. Truck belongs to a DBE (10 points possible)</p> <ul style="list-style-type: none"> • Yes, 5 points awarded • No, 0 points awarded