



## CCCSWA COLLECTION RFP

### ADDENDUM #1

NOVEMBER 21, 2024

#### BASE PROPOSAL WITHOUT ADVANCED CLEAN FLEET REGULATIONS

Base Proposal: No ZEV Requirement: The new Base Proposal assumes that California's Advanced Clean Fleet (ACF) regulations will not be implemented and that no ZEV's will be required during the 15-year term of the agreement. For the new Base Proposal, please assume:

- No ZEV's are required
- No used vehicles allowed. All new vehicles starting March 1, 2027
- All CARB-compliant fuels (diesel, renewable diesel, CNG, RNG, battery EV, hydrogen fuel cell, etc.) are acceptable. Note, however, that the Authority is looking for proposals which utilize vehicles and fuels that will not negatively impact air quality compared to current conditions. The current fleet is CNG.
- 15-year term
- Fixed annual vehicle depreciation over the term of the agreement. For purposes of determining depreciation and interest expense, proposer shall assume a 15-year life for Internal Combustion Engine (ICE) vehicles such as CNG and diesel vehicles, and a 10-year life for ZEVs and shall depreciate the vehicles over those lifespans.
- The Authority is not responsible for any stranded assets

#### REQUIRED ALTERNATIVE BID WITH ADVANCED CLEAN FLEET REGULATIONS

Required Alternative Bid: ZEV Requirement: This new Required Alternative Bid assumes phased implementation of California's Advanced Clean Fleet (ACF) regulations. The new Required Alternative Bid will be identical to the Authority's original base proposal issued with the RFP with one exception: **Used vehicles may only be Model Year 2022 or newer.** For the new required Alternative Bid, please assume:

- ZEV's phased in per the ACF regulations
- Used vehicles (as old as model year 2022) are allowed
- The Authority will not compensate the contractor for a higher percentage of ZEV's used in our service area than the overall percentage of ZEV's in the contractor's statewide fleet

- “Pay as we go” ZEV implementation, with the contractor compensated for the incremental cost of each approved ZEV when they are put into service in the Authority’s service area
- If the hauler replaces a non-ZEV with a ZEV they would be entitled to receive increased compensation for the incremental cost of each approved ZEV
- If hauler replaces a non-ZEV with another non-ZEV there is no change in compensation to the hauler
- The capital cost form (Form 4) will be for RY1 vehicle depreciation only (not total vehicle depreciation averaged over the term of the agreement) with the implementation schedule (Form 4a) estimating vehicle depreciation in the other years as ZEV’s are added
- Used vehicles (as old as model year 2022) are allowed
- All CARB-compliant fuel types allowed, for both ZEV’s and non-ZEV’s
- If the proposer is not proposing use of any used vehicles, Form 4 and Form 4a must still be completed for the ZEV phasing
- For purposes of determining depreciation and interest expense, proposer shall assume a 15-year life for Internal Combustion Engine (ICE) vehicles such as CNG and diesel vehicles, and a 10-year life for ZEVs and shall depreciate the vehicles over those lifespans
- The Authority is not responsible for any stranded assets

### **REVISED COST FORMS**

This Addendum #1 includes a new set of **Base Cost Forms** and a new set of **Alternative Cost Forms** that replace the prior cost forms originally issued with the RFP. A few additional reminders and requirements:

- 1) Proposers are required to update the information in the yellow cells only.
- 2) When submitting the Base and Alternative Cost Forms, the formulas must be preserved in the cells that are not yellow.
- 3) All Required Alternative Bids must be completed. If proposers have additional cost savings or other innovative proposals, those should be included on the Alternative Bid form in the columns provided. Cost savings to the Authority should be indicated in the negative.
- 4) On the Mandatory Alternative Bid Cost Form, please fill out Tab 4 Capital Cell M46 with the Total ZEV Infrastructure/Site Improvements Cost over the 15 Year Contract. This cost will be automatically amortized over 15 years and included in Tab 5 Comp to calculate RY 1 depreciation costs associated with this Infrastructure. For any ZEV Charging / Fueling Infrastructure that is vehicle-specific (e.g. an EVcharging station) and will only be installed/used once ZEVs are operational, please fill out Tab 4a. Depr. row 12 based on the year(s) in which the per vehicle charging/fueling infrastructure is estimated to be installed. The depreciation cost for the ZEV Charging / Fuel Infrastructure will be treated in the same manner as the ZEV Per Vehicle Costs.

**AGREEMENT ARTICLE 10.2, TABLE 2**

Please add Table 2, below, to the Collection Agreement, Article 10.2.C, on page 66, beneath Table 1.

<b>Table 2: Annual Percentage Change Timeframe by Rate Year</b>	
<b>Rate Year</b>	<b>Index Timeframe</b>
Year 1	$[(\text{Average Index Value of Oct. 2025} - \text{Sept. 2026}) - (\text{Average Index Value of Oct. 2023} - \text{Sept. 2024})] / (\text{Average Index Value of Oct. 2023} - \text{Sept. 2024})$
Year 2 – Year 15	$[(\text{Average Index Value of Jan. } 202X^{+1} - \text{Dec. } 202X^{+1}) - (\text{Average Index Value of Jan. } 202X - \text{Dec. } 202X)] / (\text{Average Index Value of Jan. } 202X - \text{Dec. } 202X)$

**PRE-PROPOSAL MEETING DOCUMENTS**

The [attendance sheet](#) and the [PowerPoint presentation](#) from the November 15 pre-proposal meeting have been added to the Collection RFP webpage.

**ADDITIONAL ROSSMOOR INFORMATION**

Lisa Lankford, Landscape Coordinator for Rossmoor, provided the following:

Rossmoor is a retirement community of approximately 10,000 residents, age 55+. There are forty-one Mutuals (similar to HOA’s), plus the Golf Course, Community Centers and Recycling Yard. Off each main street are numbered “Entries”. Entries are entrances to multi-family dwellings, often with long, narrow driving lanes and resident parking on the first floor of the buildings. Each Entry has one or more shared trash enclosures. We also have single family homes where each resident has their own carts that they place at the curb on collection day. They are not allowed to leave the carts out overnight, so it is important to stick to the schedule. The residents pay a portion of the garbage services through their dues. It is very important to the residents to have a set service day and not deviate from it. They also require the containers be set back in place exactly as you found them. If the recycle cart is on the right and it is moved to the left, residents may inadvertently still put their recyclables into cart on the right. The containers need to be placed with the lids closed as many residents are unable to move them to close the lid. Our biggest issue is the caregivers who often dispose of items in the wrong containers. Many of the Mutuals have a trash committee where volunteers will re-sort items correctly and make sure lids will shut on service day. We strive for no overage charges as it affects the residents personally when their dues are increased. Trash committee volunteers also monitor missed pick-ups.

A lot of our trash enclosures are old and require the drivers to use care when opening and closing the doors. Though it may be easier (quicker) for the driver to open only one door, it is requested

they open both doors (where applicable) to avoid damage. If trash enclosures are damaged, we ask the service provider to reimburse us for repairs.

The monthly invoices need to be separated by Mutuals.

The residents are not allowed to call the Service Provider directly. All requests, complaints, etc. must go through me. This is easier on the Service Provider, and nothing will get done if not authorized. Currently, I communicate with Republic Services by email. We have dedicated representatives that handle Rossmoor. The Golf Course and Community Centers can contact the Service Provider directly.

Our recycling yard has 30- and 40-yard dumpsters for organics, wood, cardboard and mixed construction debris. We also have several 8-yard dumpsters for dirt, concrete and asphalt. These are emptied on-call as needed.

The one thing I can't stress enough is we need to have enough trucks in Rossmoor to make sure the drivers are not rushed and if I call out that an entry was missed, someone is still available to go back that same day. The trucks can't start in Rossmoor until 7:00 AM. Most residences are currently served after 8:00 AM.

## **ANSWERS TO INITIAL PROPOSER QUESTIONS**

The Authority's responses are provided in blue.

### **1. *Where do the rates calculate in the cost forms?***

The rates are not calculated in the cost forms. Proposers are asked to propose costs, not rates. Forms 7 – 10 have been deleted in the 11/21/24 Revised Cost Forms, so that proposers are no longer being asked to propose subscription levels or the number of accounts for each rate category. Instead, the cost forms will be used to calculate the proposers' revenue requirement for RY 1. Once the collection agreement has been awarded, the Authority will then utilize the most current subscription levels to calculate rates intended to generate the contractor's revenue requirement for RY 1, plus the other components of the rates that are not compensation to the selected collection contractor: The Authority Reimbursements that include costs associated with post-collection, the Reuse/Cleanup program, member agency fees, vehicle impact fees, and JPA administrative, regulatory, and public education costs.

### **2. *Draft Franchise Agreement, Page 62, Section 9.1 Other Payments. A. Authority Reimbursements.***

*"The Authority Reimbursements amount shall be calculated annually when Maximum Rates are established."*

» In the Cost Forms, Form 6 Tab, there is a \$38M Authority reimbursement amount pre-filled. Please clarify how this amount is calculated.

The \$38M in Authority Reimbursements is for all of the rate components excluding compensation that is intended to be retained by the collection contractor. Authority

Reimbursements include costs associated with post-collection, the Reuse/Cleanup program, member agency fees, vehicle impact fees, and JPA administrative, regulatory, and public education costs. The Authority will provide the contractor with the annual amount of the Authority Reimbursements each year as a part of the rate setting process. The \$38M is included in Cost Form 6 in order to provide proposers with an approximation of how much of the rate revenue they collect from customers will be remitted to the Authority each year. Note that the Authority will pay the Reuse/Cleanup and post-collection contractors directly. Therefore, the collection contractor will collect (as a part of the Authority Reimbursements) funds that will be remitted to the Authority to compensate the Reuse/Cleanup and post-collection contractors. Post-collection includes transfer, disposal, commercial food scraps processing, composting, and recyclables processing.

**3. Cost Forms - 7\_Accounts Res, Row 50**

*Contractor is required to provide estimated annual instances for on-call recycling or organics pick-up beyond 4x/year. The information provided in the Background Information file - Resi extra Trash \_ On-Call R\_ Or tab states the # of on-call pickups for recycling and organics in 2023*

Can you please confirm if the # of on-call pickups stated in the Background Information - Resi extra Trash \_ On-Call R\_ Or tab is the total number of on-call pickups or is it number of on-call pickups beyond 4x/year? If it is total number of on-call pickups, can you please provide the number of on-call pickups beyond 4x/year for recycling and organics respectively.

Cost Form 7 has been deleted in the 11/20/24 revised cost forms. The number of on-call pickups stated in the Background Information – Resi extra Trash \_ On-Call \_R is the total number of on-call pick-ups.

**4. Cost Forms - 7\_Accounts Res Tab**

Can you please help us categorize different addresses that fall under County (Pleasanton), County (Tassajara), and County?

Cost Form 7 has been deleted in the 11/20/24 Revised Cost Forms.

**5. Cost Forms - 7\_Accounts Res Tab**

» Question Column D refers to County (Pleasanton), however, there is no other reference for the area in the RFP or any data sets. Can the Authority please share information on currently serviced accounts in the area, number of carts, tonnage collected, etc. as provided for other cities?

» Column E requires information on County (Tassajara). Can the Authority please share information on currently serviced accounts in the area, number of carts, tonnage collected, etc. as provided for other cities?

» Are the proposers expected to combine the remaining Unincorporated areas i.e. Alamo, Blackhawk, Canyon and Diablo under one "County" section under Column F?

Cost Form 7 has been deleted in the 11/20/24 Revised Cost Forms.

The background data provided for the County via our RFP webpage includes the number of carts, tonnage collected, etc. for all portions of unincorporated Contra Costa County combined: Pleasanton, Tassajara, Alamo, Blackhawk, Canyon, Diablo, etc.

**6. *Can we take solid waste directly to Keller Canyon Landfill instead of to MDRR's transfer station in Pittsburg?***

No. Keller Canyon Landfill's conditional use permit severely restricts inbound loads per day, so a transfer station is always needed, even though Keller Canyon Landfill is close to MDRR's transfer station. In effect, Keller Canyon Landfill can only accept solid waste in transfer vehicles. Per our executed agreements with MDRR and Republic, and the draft collection agreement, the franchised collector needs to take all materials to MDRR's transfer station at 1300 Loveridge Rd. in Pittsburg, except for commercial food scraps, which go to Republic's transfer station at 951 Waterbird in Martinez.

**7. *Request for Proposal, Page 6, 2.1 Summary of Current Services***

*"Only 36% of commercial accounts and 4% of multi-family accounts have been granted waivers from three-container service."*

Can you please provide the number and types of containers received by these accounts?

Waivers have only been granted for organics services. All of the accounts that have been granted waivers for organics services have both solid waste and recycling services.

The Background Information spreadsheet provided on the Collection RFP webpage has been updated to provide the number and types of containers utilized by the commercial and multi-family accounts that have been granted waivers for organics services. See the "Commercial MFD Account Data" tab of the Background Information spreadsheet. Column M "Issued SB 1383 Waiver for Organics Service" is populated with a "yes" or "no" for each account on the row containing that account's solid waste service.

**8. *Background Information Excel File - Castle Neighborhood Tab***

Can you please clarify different container sizes like 0.17, 0.32, 0.48, etc. represent?

The container sizes are in cubic yards. One cubic yard = 202 gallons.

- 0.10 = 20 gallons
- 0.17 = 32 gallons
- 0.32 = 64 gallons
- 0.48 = 96 gallons

**9. Background Information Excel File - Castle Neighborhood Tab**

» Can the Authority provide a key to the acronyms used in the data files for various Container Types and Account Types?

For Container Types, CA = solid waste, YC = commingled organics, RC = Recyclables. There are no account types listed in the Castle Hill Neighborhood tab.

» There is a 0.17 container size, can the Authority clarify as to what the 0.17 container is?

32 gallons.

**10. Background Information Excel File - Resi extra Trash \_ On-Call R\_ Or tab:**

*This tab states 67,538 Single Family Homes whereas in the SF\_MF Housing count tab in the same file it says 60,158 single detached homes*

Can you please explain the difference in the number of homes in the two tabs?

The 67,538 number represents single-family accounts as reported by Republic. The 60,158 number represents single detached dwelling units reported by the California Dept. of Finance. The 67,538 single-family accounts include condos and townhomes with individual cart service, which are likely not counted as detached dwelling units by the Dept of Finance.

**11. Request for Proposal, Page 8, 3.3 Labor Policy**

*“As described in Article 8.11.G of the Draft Franchise Agreement, the Authority will require all proposers to make such offers of employment.”*

» How many employees will be required to be offered employment?

No specific number of employees is required. Instead, the number of displaced workers who must be offered employment will vary with the number of employees needed by the proposer for our collection agreement, the number of Republic’s employees (if any) who would be displaced by reason of the change in contractors, and other factors. Please refer to 8.11.G subsections 1 through 4. As further clarification, the requirements of Article 8.11.G only apply to executive, administrative, or professional employees exempt from the payment of overtime compensation within the meaning of subdivision (a) of Labor Code Section 515 or any person who is not an “employee” as defined under Section 2(3) of the National Labor Relations Act (29 U.S.C. Sec. 152(3)). The Authority will submit an AB 1669 request to Republic in order to provide the information that is required by law, which will provide further clarification.

**12. Can you clearly identify which admin employees (non-drivers) are unionized? (For example, dispatchers, technical assistance staff, CSR)**

The Authority will submit an AB 1669 request to Republic in order to provide the information that is required by law, which will answer this question.

**13. Can you please provide your most route audits (container lid-flips) done to date, conducted by SCS?**

We have added the most recent [route audit report](#) and our [route audit methodology](#) to our Collection RFP webpage.

**14. Request for Proposal, Page 9, 3.4.2, Transition to Zero Emissions Vehicles**

*"If in a given year the Authority's collection contractor was required to have 25% of its Group 3 vehicles in the state be ZEV's, then the Authority would only pay the cost for up to 25% of the Group 3 vehicles used in our service area being converted to ZEV's for that year. A proposer could propose to convert a greater percentage of the fleet in our service area to ZEV's, but would have to bear the additional cost without compensation from the Authority. A proposer could also propose converting a lesser percentage of the fleet in our service area to ZEV's, provided that their overall statewide fleet ZEV percentage met CARB requirements"*

» If the percentage of the fleet converted to ZEV's in the service area is lower than the contractor's overall statewide fleet ZEV percentage provided it meets CARB requirements, will the Authority compensate the contractor for the percentage of the fleet converted to ZEV's in authority's service area or the overall percentage of fleet converted by the contractor?

The Authority would only compensate the contractor for up to the percentage of the fleet converted to ZEV's in the Authority's service area and in accordance with the parameters of the new 11/21/2024 cost forms as described above in this addendum.

**15. Request for Proposal, Page 9, 3.4.2, Transition to Zero Emissions Vehicles**

*"When a non-ZEV vehicle is replaced by a ZEV, the Authority would only increase the collection contractor's compensation by the difference in the annual depreciation cost of the two vehicles, plus the cost of any charging infrastructure."*

» Does the reimbursement for 'charging infrastructure' include infrastructure for hydrogen production and refueling?

Yes.

» How will the depreciation profile of these assets be determined?

Proposers will propose the depreciation profile for their charging infrastructure.

**16. Request for Proposal, Page 9, 3.4.2, Transition to Zero Emissions Vehicles**

» The language here discusses the Authority's "pay as you go" approach to ZEV implementation. With regard to charging infrastructure, developing that infrastructure 25% at a time may result in much higher overall costs, specifically with the public utility upgrades/infrastructure needed. Would the Authority consider implementation plans that pay for the entire utility upgrade up front?



Yes. The Authority will consider implementation plans that pay for the entire utility upgrade up front. Please include proposed costs for ZEV-related site improvement/infrastructure upgrades that will be depreciated over the 15-year term of the agreement in the Alternative Cost Form Tab 4 under “Other”, and provide a description in your ZEV implementation plan. For any/all per vehicle fueling/charging upgrades, those should be included on Form 4a.

**17. Request for Proposal, Page 9, 3.4.2, Transition to Zero Emissions Vehicles**

» If the conversion to ZEV requires additional vehicles and operating cost will the Authority increase compensation accordingly as well? For example, replacing 10 diesel vehicles would require 13 electric vehicles due to range and payload limitations. This would increase not just depreciation but labor cost as well to accommodate 3 additional drivers.

Yes. The Authority would increase the labor cost as well as the incremental increase in the depreciation cost if needed to meet the ACF regulations. Please describe such anticipated labor cost increases in your ZEV implementation plan.

**18. Draft Franchise Agreement, Page 21, Section 5.7 Member Agency Facility Collection, Transport, and Delivery. C. On-Call Services.**

*“The Drop Boxes may be for any source separated material type (Solid Waste, Commingled Organics, Recyclable Materials, Commercial Food Scraps, yard trimmings, C&D, wood waste, soil, concrete etc.), and the Contractor shall deliver them to the appropriate Designated Facility to achieve maximum Diversion of the materials.”*

» From previous hauler data, does the Authority have an estimate of the number of on-call services requested and the breakdown of volumes associated with each?

No. The on-call drop box service for Member Agencies is a new service, so we do not have historical data. The contractor shall provide a maximum of six hundred (600) cubic yards of drop box service per Rate Year to each Member Agency at no cost to the Member Agencies. Member Agencies have requested future on-call drop box services primarily to remove yard trimmings from neighborhoods that are clearing vegetation for fire prevention.

**19. Draft Franchise Agreement page 28, Section 7.1 Public Education, Outreach & Technical Assistance C. Public Education & Outreach Team.**

*“During any period of vacancy for any one full time equivalent position described herein that exceeds two (2) months, the Contractor shall remit one (1) full month of the fully burdened cost of the prior position that was filled, plus the Contractor’s operating ratio, pursuant to Article 10, for each partial or full month of the vacancy until such time that the vacancy is filled.”*

» Can staff from our other public education and outreach teams from other jurisdictions be temporarily used until the vacancy is filled?

Yes, but this would not avoid the remittance to the Authority if the vacancy exceeds two months.

## **20. Draft Franchise Agreement, Page 145, Exhibit B-3 E. Large Commercial Accounts**

» Regarding the Rossmoor community, how many yard trimmings drop boxes are serviced at no charge per year?

The **Rossmoor Recycling Yard** located at 800 Rockview includes the containers and services provided below. The on-call container pulls stated below are from November 2023 to November 19, 2024.

- 3X 8yd dirt and debris (on call) – 95 pulls
- 3X 30yd yard trimmings (M-F) – pulled once daily
- 3X 40yd recycle (on call) – 49 pulls
- 2X 30 yd wood (on call) – 31 pulls
- 1X 10yd wood (on call) – 1 pull

## **21. Cost Forms – 4\_Capital Tab**

» Container inventory data provided in Column D does not reconcile with the data provided in “Background Information file – Residential Cart Count and COM\_MF Cart\_Bin Count tabs” or the data provided in “Republic-Service-Program-Year-10-10-20-2024 – Qtr. Container Report tab”. Can the Authority clarify how the pre-filled values in the Cost Form were calculated?

Column D of Tab 4: Capital in the 11/21/2024 revised cost forms has been updated to match the Background Information file – Residential Cart Count and COM\_MF Cart\_Bin Count tabs.

## **22. Request for Proposal, Page 27, 5.5.5 Maintenance Yard**

Q1. Will the Authority be the lead permitting agency for this project?

No, the Authority expects that Contra Costa County will be the lead permitting agency with jurisdiction over land use and building on the South Parcel.

Q2. If the Authority declares that Contra Costa County is the lead permitting agency for construction of this project, will the Authority advocate for the project to the County and relevant other jurisdictions per Article 2 Section B (6) or recommend actions on the development of the project on behalf of the winning bidder per Article 3 Section B (6) (b) of the Joint Exercise of Powers Agreement (3rd Amendment)? If so, what level of response can be expected from the Authority?

If the selected proposer indicates its interest in leasing the South Parcel for a truck yard, the Authority expects to:

- work with the selected proposer and the South Parcel owner/landlord to define the proposed project (e.g., amount of acreage, preferred location within the site, scope of improvements, and scope of uses);

- cooperate with the selected proposer as it conducts all appropriate due diligence; and
- cooperate with the selected proposer’s actions to timely entitle and permit the project, including required compliance with CEQA.

Q3. For the leased property, if proposer submits a Project Description, Site Plan, and Environmental Checklist to the lead agency by 11/22/2024, could the lead agency commit to a CEQA process determination (IS/MND or EIR) by 12/13/2024?

No, the Authority cannot commit for itself or Contra Costa County to a CEQA process determination by the specified date.

Q4. Can the Authority provide copies of any existing environmental documents for the lease property or adjacent Republic transfer station?

The Authority has already provided a Preliminary Title Report for the South Parcel property under **Maintenance Yard Information** on the RFP webpage.

The Authority has added the following to the RFP webpage:

- **Acme Landfill Solid Waste Facility Permit**
- **Republic Transfer Station Solid Waste Facility Permit**
- **Republic Transfer Station Land Use Permit**

We will provide the Acme Land Use Permit with the next addendum. Note that the Republic Transfer Station Land Use Permit is titled “Acme Fill” but is not related to the Acme Landfill which contains the potential maintenance yard. Also note that the South Parcel of the Acme Landfill which is being offered as a potential maintenance yard has (per the owner) only been used to landfill clean soil, even though other parcels of the same site have been used to landfill municipal solid waste and landscaping debris. CEQA documents for both sites can be viewed at Contra Costa County offices. Please contact David Brockbank of the County for more information.

David Brockbank, Conservation Programs Manager  
Contra Costa County  
Department of Conservation and Development  
30 Muir Road  
Martinez, CA 94553  
David.Brockbank@dcd.cccounty.us  
(925) 655-2911

The Authority encourages proposers to contact the South Parcel owner/landlord, Nick Farros, with any questions about the site.

Nicholas J. Farros, Sr., P.E.  
President/Engineering Manager  
ACME FILL CORPORATION  
P.O. Box 1108  
Martinez, California 94553  
Office: 925-228-7099, ext. 18  
Fax: 925-228-4484  
Cell: 925-783-0081  
eMail: wastexpert@aol.com

Under the option to ground lease Section 9, the Authority is permitted to access the South Parcel to conduct investigations, obtain data, and make inquiries, inspections, tests, audits, studies, and analyses, subject to certain conditions. Proposers that are interested in accessing the site to conduct such investigations may contact the owner, Nick Farros directly. If proposers have any difficulty obtaining access, they may contact the Authority at [RFP2024@recyclesmart.org](mailto:RFP2024@recyclesmart.org).

**23. *What is the composition and compaction of the fill at the South Parcel site?***

As discussed with the Principal Owner of the South Parcel Management, LLC, the South Parcel site is being filled to grade with clean, uncontaminated soil. No municipal solid waste was placed in the area designated for the proposed maintenance yard. A significant amount of the soil material was placed more than 10 years ago and was compacted to industry standards. Approximately 100,000 cubic yards of additional clean soil fill will be added by the owner prior to any construction of a maintenance yard. If the successful proposer is going to utilize the South Parcel to construct a maintenance yard, the owner will cooperate with the proposer to help them achieve their plans for constructing a maintenance truck yard and ancillary facilities. As required by Contra Costa County, the engineered fill will have a minimum relative compaction of 90%. Proposers are encouraged to contact the owner, Nick Farros, to verify this information and to answer any related questions.

**24. *Besides the Acme Landfill South Parcel, did the Authority identify other potential sites for a maintenance yard as a part of its research?***

The Authority identified an additional potential maintenance yard location:

4737 Imhoff Place  
Martinez, CA 94553  
APN# 159-140-050  
12.34 acres

This property is owned by the Central Contra Costa Sanitary District. The Authority does not have an option to lease this site. The Central Contra Costa Sanitary District may have additional properties for lease in the same vicinity that might be suitable for a maintenance yard. For more information on Central Contra Costa Sanitary District properties, please contact Danae Gemmell of the Central Contra Costa Sanitary District at 925-228-9500.