

REQUEST FOR PROPOSALS
ADDENDUM # 3

ISSUED: 02/03/09

RFP NUMBER: CSP900010
INDEX NUMBER: EPA017
UNSPSC CODE: 78180000

The state of Ohio, through the Department of Administrative Services, Office of Procurement Services, for the Ohio Environmental Protection Agency, is requesting proposals for:

OPERATION OF A VEHICLE EMISSIONS TESTING PROGRAM IN THE CLEVELAND/AKRON AREA

Reason for Addendum: This Addendum is issued to notify of the following changes as a result of the Pre-Proposal Conference; to extend the bid opening date from February 25, 2009 to March 11, 2009 on pages 1 and 7; to clarify testing costs to motorists on page 4; to indicate RFP sections 6 and 7 are included in "g" for scoring purposes on page 15; to clarify reductions from a stationary source on page 20; to correct the verbiage on page 33 regarding customer feedback mechanisms and to strike the entire last sentence of that section; to indicate a decrease in the minimum required budget for public education on page 35; to clarify ASM requirements on page 37; to provide more information on dynamometers on page 40; to provide additional information on the third party audit process on page 42; and to add information for the Vehicle Inspection Report on page 104 and 105; increased total number of pages to 105. Pages 1, 4, 7, 15, 20, 33, 35, 37, 40, 42, 104 and 105 are attached, repagination of the document, please replace with these pages in the RFP.

PROPOSAL DUE DATE: March 11, 2009 at 1:00 p.m.

OPENING LOCATION: Department of Administrative Services
Office of Procurement Services
4200 Surface Rd.
Columbus, OH 43228-1395

REQUEST FOR PROPOSALS

RFP NUMBER: CSP900010
INDEX NUMBER: EPA017H
UNSPSC CATEGORY: 78180000

The State of Ohio, through the Department of Administrative Services, Office of Procurement Services, on behalf of the Ohio Environmental Protection Agency, is requesting proposals for:

Operation of a Vehicle Emissions Testing Program in the Cleveland/Akron Area

RFP ISSUED: January 6, 2009
INQUIRY PERIOD BEGINS: January 6, 2009
PRE-PROPOSAL CONFERENCE: January 22, 2009 at 1:00 P.M.
INQUIRY PERIOD ENDS: February 11, 2009 at 8:00 A.M.
PROPOSAL DUE DATE: March 11, 2009 by 1:00 P.M.

Proposals received after the due date and time will not be evaluated.

OPENING LOCATION: Department of Administrative Services
Office of Procurement Services
4200 Surface Road
Columbus, OH 43228-1395

* This RFP consists of five (5) parts and nine (9) attachments, nine (9) appendices, totaling 105 consecutively numbered pages. Please verify that you have a complete copy.

* To indicate a change to the Proposal Due Date to March 11, 2009; and to correct total pages to 105, repagination

5. The Offeror shall guarantee a network of stations with sufficient number of sites and lanes and/or bays to process the biennial vehicle volume for the zone.
6. Vehicles that are new (never been titled) are exempted from the emission inspection for the first four model years in the motor vehicle inspection and maintenance program regardless of whether legal title to the vehicle is transferred during that four year period. For vehicles inspected older than four years, upon change of ownership, a motorist is required to have the vehicle inspected prior to registration in their name, unless the person has a valid inspection certificate transferred from the previous vehicle owner. Inspection certificates are unique to the vehicle, not the owner. Federal regulations also require that federal vehicles, certain unregistered vehicles (police), and out-of-state residents who request an inspection must be inspected. These vehicles must also be inspected by the Offeror under this Contract. Offerors may contact General Services Administration, Ohio Fleet Management Division, 4245 Colonel Glenn Highway, Beavercreek, Ohio 45431, (937) 225-2781 Attn: James Debusk, for federal fleet numbers in any county.
7. The Offeror shall be responsible for data entry and collection of all inspection information, presenting diagnostic information to the vehicle owner for repair, checking and transmitting data to the Bureau of Motor Vehicles in specified formats, keeping back-up files of all inspections which are available to the State and producing required reports for Ohio EPA as prescribed in this Contract.
8. Vehicles will be tested using the following methods and equipment:
 - a. A gas cap pressurization check and visual tampering check (catalyst, inlet restrictor and gas cap seal) will be required on all vehicles inspected.
 - b. If the vehicle, whether diesel- or gasoline-powered or all-wheel-drive, is a 1996 or newer model year and equipped with second generation on-board diagnostics systems (OBDII), as referenced in 40 C.F.R. 86.1806-01, the Contractor shall perform on-board-diagnostics testing on the vehicle in accordance with standards and procedures provided for in federal regulations. (See 40 C.F.R. 86.1806-01 and 40 C.F.R.51.350 et seq.)
 - c. In a centralized or hybrid test network, if the vehicle is a 1995 model or older or is not equipped with second generation on-board diagnostics systems (OBDII), as referenced in 40 C.F.R. 40.1806-01, the vehicles shall be tested as follows:
 - (1) Gasoline-powered, non-all-wheel-drive vehicles shall be tested using the ASM 2525 test, Appendix F, <http://www.epa.gov.otag/regs/im/asmfinal.pdf>
 - (2) Diesel vehicles will be tested using the opacity test method, as described in Section 5, Attachment One, Part One of this RFP.
 - (3) All-wheel-drive vehicles will be tested using the idle test.
 - d. Electrically-powered vehicles and those designed to operate using exclusively methanol, ethanol, compressed natural gas (CNG), hydrogen, or propane are exempt from the motor vehicle inspection and maintenance program requirements.
9. Vehicles will be pre-inspected for any hazardous conditions prior to the inspection process.
10. Vehicles with emissions failures will receive a free basic diagnostic report to aid in the repair of the vehicle.
11. A motorist whose vehicle fails an emissions inspection will be required to have an emissions reinspection. When State funds may not be used to pay for testing costs, the cost of testing and retesting will be paid by an individual or a business for any vehicle shall cover the cost of the test. Testing and other fees charged by the Contractor shall be submitted to and approved by the Director of Environmental Protection.

* In accordance with House Bill (H.B.) 119, a vehicle may receive up to three free tests within a 365-day period. Starting with the fourth test, and all thereafter, the motorist is charged a fee (currently \$18) for the test. Only one free passing test is permitted within a 365-day period. The Contractor must abide by the regulations set by the State Legislature.

12. Pursuant to 40 CFR Part 51.357(a)(6), any vehicle failing initial tailpipe emissions and/or evaporative emissions inspection shall be retested for both inspection parameters. Evaporative system repairs can result in increases in tailpipe emissions. If the vehicle passed the tampering portion of the initial inspection, that portion need not be repeated.

* To indicate a clarification of testing costs after the third failed test.

CALENDAR OF EVENTS. The schedule for the Project is given below, and is subject to change. The State may change this schedule at any time. If the State changes the schedule before the Proposal due date, it will do so through an announcement on the State Procurement Web site area for this RFP. The Web site announcement will be followed by an addendum to this RFP, also available through the State Procurement Web site. After the Proposal due date and before the award of the Contract, the State will make scheduled changes through the RFP addendum process. The State will make changes in the Project schedule after the Contract award through the change order provisions located in the general terms and conditions of the Contract. It is each prospective Offeror's responsibility to check the Web site question and answer area for this RFP for current information regarding this RFP and its calendar of events through award of the Contract. No contact shall be made with agency/program staff until contract award is announced.

DATES:

Firm Dates

RFP Issued:	January 6, 2009
Inquiry Period Begins:	January 6, 2009
Pre-Proposal Conference	January 22, 2009 at 1:00 p.m.
Inquiry Period Ends:	February 11, 2009 at 8:00 a.m.
* Proposal Due Date:	March 11, 2009 by 1:00 p.m.
Testing to commence (no later than):	January 1, 2010

Estimated Dates

Contract Award Notification:	April 14, 2009 or later
Issuance of Purchase Order:	July, 2009 (or upon budget approval)

NOTE: These dates are subject to change.

There are references in this RFP to the Proposal due date. Prospective Offerors must assume, unless it is clearly stated to the contrary, that any such reference means the date and time (Columbus, OH local time) that the Proposals are due. Proposals received after 1:00 P.M. on the due date will not be evaluated.

PRE-PROPOSAL CONFERENCE. A pre-proposal conference will be held on Thursday, January 22, 2009 at 1:00 PM to 4:00 PM in the Buckeye Room, of the Department of Administrative Services, 4200 Surface Road, Columbus, OH 43228. The purpose of this conference is to discuss the RFP and Project with prospective Offerors and to allow them to ask questions arising from their initial review of this RFP. We ask that each question be provided in writing at the meeting for transcription accuracy. Index cards will be provided at the conference to write the question(s). Attendance at the Pre-Proposal Conference is not a prerequisite to submitting a Proposal. The State will answer questions as best as possible. We reserve the right to take questions under advisement and respond through the inquiry process. Offerors are responsible for any and all information exchanged at the conference or via the Internet inquiry process.

To facilitate access to this site, please provide the names, organization and telephone numbers of representatives that will attend the pre-proposal conference and send this information to: Janice L. Fitzpatrick, Ohio Department of Administrative Services, no later than 4:00 PM, January 14, 2009 by email to: Janice.fitzpatrick@das.state.oh.us or fax 1-614-644-1785.

* To indicate a change to the day and date of the Proposal Due Date to March 11, 2009.

Moderate (2) - Proposal meets most requirements, and any weaknesses or deviations from requirements are minor, acceptable and may be readily corrected or minimized in terms of material impact.

Meets (3) – Proposal generally meets the objectives (or expectations).

Strong (4) – Proposal exceeds objectives (or expectations) in ways that are beneficial to the State and meets objectives (or expectations) and contains at least one enhancing feature that provides some benefit to the State. Weaknesses are minor and are more than offset by the enhancing feature.

Greatly Exceeds (5) – Proposal significantly exceeds objectives (or expectations) in ways that provide tangible benefits or meets objectives (or expectations) and contains at least one enhancing feature that provides significant benefits.

TABLE 2 – TECHNICAL REQUIREMENTS, EVALUATION AND SCORING

CRITERION	WEIGHT	RATING (0 -5)
1. Company Profile(Qualifications of Offerors) Number of employees Number of years in business Number of employees dedicated to this project Number of years providing a vehicle emissions testing program Evidence of minimum of three (3) previous projects of similar size, scope, and nature and provide details of similarities. Complete all areas of Attachments Five, B, C, and D.	4	
2. The Offeror must clearly explain how it will accomplish this Project (Work Plan) incorporating all of the deliverables, processes, and procedures it will utilize in the development and implementation, including a complete and clear plan how all of the requirements specific to this project will be implemented as required by the Scope of Work per the sections below:	see below	
a. Inspection System Network (RFP Section 1) – Network design, construction progress reports, hours of service.	7	
b. Station Specifications and Requirements (RFP Section 2) Site locations, station design, queuing areas, network expansion, repair hotline.	7	
c. Operating and Management Requirements – (RFP Section 3) Offeror’s management plan, records maintenance, consumer complaint procedures.	6	
d. Public Education Program – (RFP Section 3) Offeror’s proposed plan to educate motorists about inspection requirements.	8	
e. Equipment Requirements (RFP Section 4) Equipment requirements, quality assurance, and acceptance test procedures	8	
f. Inspection Procedures (RFP Section 5) Minimizing down-time, visual safety check, diesel opacity test.	5	
* g. Data, Documentation and Reporting Requirements (RFP Sections 6 & 7) Data storage, handling, reporting, and interfacing with BMV network system	12	
h. Computer Specifications (RFP Section 8) List of computer equipment to be used and computer standards	4	
3. Emission Reductions – The total program elements produce emission reductions of VOCs and NOx that are equivalent to, or more than the reductions of the current program:	Maximum 5 See below	
a. -50- <0 tons loss (1.0)		
b. 0-50 tons gain (2.5)		
c. 51-250 tons gain (3.5)		
d. >250 tons gain (5.0)		
4. The Offeror documents three (3) previous references for jobs similar to this Project and provides details of similarities. Offeror must complete all areas of Attachment Six.	4	

* To indicate RFP sections 6 and 7 are included in “g” for scoring purposes.

ATTACHMENT ONE: WORK REQUIREMENTS AND SPECIAL PROVISIONS
PART ONE: WORK REQUIREMENTS

This attachment describes the Project and what the Contractor must do to get the job done. It also describes what the Offeror must deliver as part of the completed Project (the "Deliverables"), and it gives a detailed description of the Project's schedule.

SCOPE OF WORK. The Offeror will perform the Work as specified in the following:

Network Design. The Offeror shall provide a network of inspection stations for a biennial vehicle population suitable to permit the efficient and effective management and operation of the motor vehicle inspection and maintenance program. The Offeror shall describe in its Proposal how it plans to meet the requirements described in this section.

The Offeror shall propose specific criteria that each inspection station must meet in order to be considered a testing station. As part of the implementation plan, the State must be provided with a period of review prior to start up to confirm that all inspection stations meet the specified criteria. The State reserves the right to modify the criteria for approvable inspection stations in order to meet the needs of the individual motorist, including examining the number of complaints received about a facility by the Attorney General's Office and the Better Business Bureau.

Ohio EPA will retain the sole ability to license facilities for addition to the test network. New facilities that are proposed to be added to the test network to deal with customer service issues and population distribution changes must obtain final approval by Ohio EPA.

Alternative Program. If the Offeror proposes a program that does not offer all the inspection services described below, then the Offeror may disregard requirements that apply only to that component of the testing program eliminated (e.g., opacity and tailpipe testing). The Offeror proposing such an alternative program must propose an acceptable additional program component to reduce ozone precursor emissions in the same amount attributable to the element that was eliminated. The overall program offered as an alternative must allow Ohio EPA to satisfy the requirement in 42 U.S.C. 7511a(b)(4) for a motor vehicle inspection program in a moderate nonattainment area (i.e., remaining components of an alternative program must be sufficient to qualify as an acceptable motor vehicle inspection and maintenance program under 42 U.S.C. 7511a(b)(4). The program component added to replace the component eliminated must reduce ozone precursor emissions in the same amount, less 50 tons, or greater than what was attributable to the element (for example, by eliminating the tailpipe or opacity testing of old cars). The alternative program shall, in the opinion of Ohio EPA, be sufficient to allow Ohio EPA to obtain U.S. EPA approval of its program to reduce ozone emissions and must begin at approximately the same time as testing. Examples of alternative program components include a program for purchasing or retiring old vehicles or performing a more rigorous anti-tampering test.

Ohio EPA has conducted mobile source modeling for various program options. Any proposal must provide a total annual emission reduction of NOx and VOC at least equal to the "baseline" emission reduction value. Additionally, in order to provide consistent modeling methodology, Ohio EPA will grant the following value of credits for the following options:

1. Baseline – Current program	7,296.75 tons/year
2. Current coverage of vehicles, idle test for pre-96 vehicles, plus gas cap	6,738.04 tons/year
3. OBD only in current counties	6,509.82 tons/year
4. OBD plus gas cap only in current counties	6,524.75 tons/year
5. OBD only plus gas cap on all vehicles less than 25 years old	6,622.79 tons/year
6. OBD only for 1996 and newer vehicles, gas cap only for pre-1996 vehicles going back 25 years	6,603.64 tons/year

Any proposer that identifies a different option for mobile source emission reductions, must use U.S. EPA MOBILE6 model, version 6.2.03, with the same vehicle miles traveled (VMT) and other assumptions included with the baseline modeling.

As an example, an Offeror deciding to propose an alternate program such as item 4, above, as its core program, would have to propose an additional component that would achieve emission reductions of 558.71 tons/year (i.e., 7,296.75 tons/year – 6,738.04 tons/year, or 558.71 tons/year).

- * Reductions can be from a stationary source or sources from any of the 7 counties in the area, not just in one particular county. Ohio EPA began the voluntary Emission Reduction Credit Banking program in January, 2009. The Ohio EPA Web site <http://www.epa.state.oh.us/dapc/ERC/erc.html> provides a listing of emission reduction sources in northeast Ohio. At this time, Ohio EPA expects to be able to list one source with 55 tons of VOC reductions in northeast Ohio by the end of February. Offerors should continue to check the Web site for updates. Emission reduction sources are based on mobile units.
- * To indicate a clarification in the reductions

- e. Diagnosis and repair information, including an introduction to on-board diagnostic requirements.
- f. Pre-inspection and tampering procedures
- g. Customer service, safety, complaint handling, and public relations
- h. Waiver procedures
- i. Security

The Contractor must provide for continual training for lane personnel and new employees. The Offeror shall include in its Proposal a detailed procedures manual which will contain work assignments and standard operating procedures for inspection and management personnel. Ohio EPA will conduct on-site surveillance to ensure compliance with the operating procedures and shall have access to the Contractor's procedures manual during on-site surveillance. The Contractor's management plan, training program and all of its policies and procedures relating to the operation of the network shall be kept current during the term of the Contract. Proposed changes shall be submitted in advance to the state. Ohio EPA reserves the right to disapprove such changes.

3. Inspection Personnel Attire

Centralized test station inspection lane personnel shall wear uniforms and present a neat and clean appearance at all times. Decentralized test station inspection lane personnel shall be provided a badge that is to be stitched onto their shirts bearing their full name and the phrase "Certified E-Check Inspector." No employee of the Contractor or any subcontractor shall wear any badge, insignia, patch, emblem, device, word or series of words that would tend to indicate that such person is employed by the state of Ohio and/ or Ohio EPA. Employees of the Contractor are specifically prohibited from wearing the words "State of Ohio," "Ohio EPA," or "Ohio Environmental Protection Agency". Employees may wear a badge, insignia, patch, or emblem with the words "official emissions inspection program" and may use "E-check" program logo minus Ohio EPA reference. Employee personal identification is to be worn in plain sight at all times.

Consumer Complaint Handling. The Offeror shall submit in its Proposal a plan to handle consumer complaints. The plan shall include, but not be limited to, the following:

1. Initial consumer complaints regarding vehicle inspection activities at the testing facility shall be handled by the Contractor. Forms shall be available at each station for the customers to register complaints. The format for this form shall be approved by Ohio EPA. Subcontractors will forward all complaint forms to the Contractor for follow-up. Unresolved complaints shall be reported to Ohio EPA in writing within ten days after the complaint is received. Complainants shall be advised, in writing, of their right to request Ohio EPA to investigate their complaint if it is not resolved to their satisfaction. A monthly report, received no later than the fifteenth of each month, shall be provided to Ohio EPA summarizing any complaints received and their resolutions. Ohio EPA shall make periodic inspections of each station to determine the Contractor's treatment of the public.
2. A complaint file with responses and any actions taken shall be maintained by the Contractor. This file will be subject to inspection by Ohio EPA upon request.
3. In the event of consumer complaints or disputes, Ohio EPA may order a retest, at no charge, to assist in resolving such complaints or disputes.
4. The Offeror shall include procedures to be employed in dealing with irate or upset customers including, abusive or obstructionist motorists in the testing lanes and/or bays.
5. The Contractor shall provide a customer service representative for each test station. This person may be the station manager or assistant manager.

Customer Feedback Mechanisms. The Offeror must submit in its Proposal customer feedback mechanisms that will permit customers to provide comments regarding the program and/or testing facility. Any mechanism that contains printed materials must be approved by Ohio EPA. A process must be in place to obtain and compile the comments by an independent third party prior to being submitted to Ohio EPA or the Contractor for review. ~~*The independent third party auditors must be experienced in environmental auditing.~~

Customer Vehicle Damage. The Contractor shall be fully responsible for any and all vehicle damage that is within the Contractor's direct control occurring during inspections. The Contractor must design and implement a centralized database that all testing facilities connect into as part of the damage claim process. Ohio EPA must also have access to view records within this database.

* To indicate the last sentence under Customer Feedback Mechanisms has been removed from this section.

Ohio EPA Access to Inspection Stations. Ohio EPA will conduct a continuous program of monitoring to verify that the Contractor is performing emission tests following the procedures and using properly calibrated and correctly functioning equipment. Ohio EPA access to the station network is not intended to interfere with Contractor operation. To facilitate this monitoring, the cooperation of the Contractor is required. The Contractor shall address the method for complying with the following requirements:

1. The Contractor shall make available to Ohio EPA, during any operational hours, any inspection equipment and qualified personnel required for the purpose of unannounced random audits of inspection station and equipment.
2. Documentation or calibration gases necessary to perform calibration checks shall be available at each station.
3. With reasonable notice, access shall be available during non-working hours to perform any checks that the Contractor or Ohio EPA may require.
4. Any defective condition that would adversely affect the accuracy of tests performed shall be corrected immediately before any further inspections are performed in the lane and/or bay, or, if appropriate, at the station where such defect exists. No further testing shall be conducted in that lane or station until evidence is submitted to and approved by Ohio EPA that the defect has been corrected.
5. Ohio EPA reserves the right to monitor any special arrangements made by the Contractor to inspect fleets. This monitoring will not be announced in advance.

Service to the Public. If the Contractor's operations result in habitual excessive delays in queue or in safety hazards to the public in the queuing area or in the station, the Contractor and Ohio EPA shall consult to eliminate such delays or hazards in a timely manner. Mitigating measures to be considered shall include, but not be limited to, changes in hours of operation, staffing modifications, and utilization of the public education program. If habitual excessive delays in queue can be alleviated by staffing modifications, the Contractor shall promptly take reasonable steps to staff each affected lane and/or bay so as to optimize throughput. If all reasonable mitigating steps have been taken and the delay or safety hazard has not been eliminated, the Contractor and the state of Ohio may enter into negotiations to modify the terms of this Contract so as to eliminate the problem.

* Public Education Program. A high quality public education program will serve to proactively inform motorists, repair industry members, and repair industry trainers. Offerors that submit a Proposal that results in changes of the location of the testing program must spend a minimum of \$4.2 million ~~\$5 million~~ in public education during the length of the Contract.

1. Public education activities will be conducted by Ohio EPA and the Contractor or the Contractor's designee.
2. Each activity is subject to Ohio EPA's prior written approval.
3. In its public education efforts, the Contractor shall avoid any false, inaccurate or misleading information concerning the program. To ensure uniformity throughout the networks, Ohio EPA has final approval of all prior written materials distributed to the public. Any material disapproved by Ohio EPA will be deleted or revised by the Contractor according to Ohio EPA's satisfaction.
4. Public Education Plan - The Offeror shall manage a vigorous public education program that shall operate throughout the Contract period. The Offeror shall use its best judgment in selecting the methods and media for dissemination of information.
5. The Offeror shall develop a plan for public education for Zones 1 and 4. The Offeror should explain the plan in detail and include projected expenses, personnel involved, volume of materials to be distributed or air time to be used, as appropriate. At a minimum, the following items shall be included in each Offeror's plan:
 - a. The use of electronic and print media to inform the public about the inspection program procedures, costs and objectives as well as when and how to obtain services.
 - b. An inspection notice mailed to each motorist 60 days prior to his or her registration expiration in the year in which the motorist is required to test in the motor vehicle inspection and maintenance program. This mailer shall be published for the extent of the program. The Contractor will be responsible for this cost-effective mailing and its costs but these expenses shall not be counted toward the Contractor's minimum required public education expenditures. Ohio EPA and the Contractor will mutually agree on the mailer's content and format.

* To indicate a decrease in the minimum required budget for the public education program.

- b. By October 1 of each year, the Contractor shall submit its proposed public education budget for the forthcoming calendar year.
- c. Within three months after award of the Contract and every three months thereafter, the Offeror shall provide Ohio EPA with a status report on the development and operations of its public education program.

Fleet Vehicle Inspections. Fleet vehicles must be inspected. This includes:

1. Rental vehicles;
2. Commercial fleets with 25 or more vehicles subject to inspection;
3. Federal, state, and municipal vehicles, including police vehicles (undercover vehicles are excluded).

The Offeror shall explain how it will handle such fleets. Provisions such as voucher systems, special days and hours or appointments may be considered and offered to these fleets.

Vehicle Repair Form. The Contractor will give a repair form to all motorists whose vehicles fail the inspection. The form will be designed by the Contractor and approved by Ohio EPA. The vehicle repair form shall be completed by the person repairing the vehicle. The Contractor shall create a database, enter repair information into the database and provide reports of repair information which conform to the performance monitoring requirements in 40 CFR 51.369. Reports summarizing repair performance information shall be made available to motorists who fail the initial inspection. Although it is expected that this form will be returned to the site upon reinspection, the Contractor must make provisions to re-inspect without this form using repair shop work orders, parts receipts or other documentation. The database must allow for entries in circumstances that the motorist performed their own repairs.

Repair Shop Listing. The Contractor shall provide a licensed repair shop list from its database to distribute to motorists. The listing should include the name and address of licensed repair facilities. The listing should be updated at least quarterly and should be provided in printed form available to the public at the each site.

SECTION 4: EQUIPMENT REQUIREMENTS

ASM 2525, OBD II, and Two speed Idle

The Offeror shall comply with the equipment requirements of this Section. Computerized test systems are required for performing measurements on subject vehicles. These computerized test systems shall conform to the performance features and functional characteristics of ASM 2525.

- * Contractors must meet U.S. EPA ASM test procedures, standards, and equipment specifications as set forth in the technical guidance put out by U.S. EPA in July 1996. Refer to Attachment F for the Web site link.

The Offeror shall install equipment in each station to implement the required inspection network. All equipment shall be maintained according to good engineering practices to assure test accuracy. "System" means the entire inspection network including, without limitation, program hardware, software, and equipment. The System shall be designed in a manner to allow each inspection station to operate asynchronously and independently from each of the other stations (e.g. if a station was closed for any reason, other stations could continue testing operations).

A. Functional Requirements. The System shall provide for OBDII testing, opacity tests of diesel emissions, and for testing gasoline-powered vehicles not equipped with OBDII. The System shall measure unburned hydrocarbons (HC), nitric oxide (NO) and carbon monoxide (CO) exhaust emissions from gasoline-powered vehicles as defined in Ohio Revised Code §3704.14 and the Contractor shall perform gas cap pressure tests and tamper inspections on all vehicles. The System shall control the operation and data collection of all tests conducted. The System shall generate printed vehicle inspection reports (VIRs) which shall serve as certificates of compliance, noncompliance, waiver, rejection, or permanent exemption for vehicles requiring inspection.

1. A method shall be provided for automatically printing inspection reports and certificates of compliance. Inspection information shall be printed legibly onto inspection certificates. The Contractor shall provide a sample of the inspection certificates used in the program for Ohio EPA's approval.

- * To indicate a clarification of ASM requirements

The frame and roll assemblies shall be mounted at floor level in a manner to permit all vehicles to be driven over the rolls to the test position, be tested in a level attitude, and be driven off after the test. A between-rolls platform and roll brakes shall enable easy movement of the vehicles on and off of the dynamometer.

The steady state loaded mode chassis dynamometer shall meet all of the following specifications:

- a. Power absorption: The dynamometer shall be capable of applying a load to the vehicle's driving tire surfaces at the horsepower (HP) and speeds specified in the U.S. EPA ASM document;
- b. Repeatability of power absorption at a constant speed for any one weight class and cruise level shall be within two percent (2%) of the measured value;
- c. Power absorption at constant speed shall not drift more than 0.5 HP during any single test mode;
- d. The dynamometer shall be capable of supporting a drive over axle weight up to and including ten thousand (10,000) pounds.
- e. Roll wheel lifts shall be controllable and capable of lifting individual axle loads of six thousand (6,000) pounds.
- f. Both roll brakes shall be locked when the wheel lift is up.
- g. Electrical output signals shall provide a digital presentation of dynamometer speed.
- h. Each roll shall have a diameter of not less than eight (8) inches. The rolls shall be spaced so that a tire whose radius is thirteen (13) inches shall contact the rolls with an included angle from the wheel center to the roll centers of not less than fifty-eight (58) and not more than sixty-three (63) degrees. The rolls shall provide a contact surface not less than ninety-six (96) inches wide. If the rolls are divided, the inner-end to inner-end dimension shall not be more than thirty (30) inches;
- i. Speed meters or their functional equivalent shall be provided in the digital Test Display Unit having single scale lengths of not less than seven and five-tenths (7.5) inches and shall indicate zero (0) to sixty (60) miles per hour.
- j. Provisions shall be included in the instrumentation system to calibrate the dynamometer for speed. The calibration unit shall consist of all devices and accessories necessary to perform periodic calibration and adjustment of the dynamometer to specifications.
- k. A roll speed sensor and safety interlock circuit shall be provided that prevents the application of the roll brakes and upward lift movement at any roll speeds above one-half (1/2) miles per hour.
- l. The dynamometer system shall be air-cooled.
- * l. Ohio EPA does not have a preference of in-ground dynamometers versus above-ground.

6. For Diesel-powered non-OBDII vehicle emissions testing: Diesel Opacity Meter

The diesel opacity meter shall read the equivalent opacity value of neutral density gelatin filters within a plus or minus two percent (2%) opacity at 20% opacity. The opacity meters shall be checked for accuracy using a neutral density gelatin filter and shall pass an Opacity 3-point Span Check weekly, said check to take place any time prior to or during the day in which the last valid passing check expires. The System shall prevent by means of automatic lockout any test initiated if the above 3-point requirement has not been met. Additionally, the meter shall be checked using an Opacity 2-point Span Check immediately prior to performance of a valid diesel opacity inspection, said check to be comprised of instrument zero and 100% spans. The System shall prevent by means of automatic lockout any test initiated if the above 2-point requirement has not been met.

* To indicate more information on dynamometers required.

5. Performance of equipment shall be protected from degradation by the presence of interference signals which may be present at any facility. It shall be the Contractor's responsibility to determine the degree of interference control required at each site. Equipment shall be prevented from generating interference signals which affect proper operation of any equipment. It shall be the responsibility of the Contractor to design and operate the System to meet the United States Government standards for radio frequency interference and electromagnetic radiation as set forth in Federal Communication Commission and Federal Aviation Authority rules and regulations.
6. System cables used in the test lane and/or bay shall be designed of material resistant to gasoline, oil, water, and engine exhaust. System cables shall be of heavy construction to resist abuse. Bundled cables shall be protected from abrasion and fraying or dislocation of individual conductors. The environment of the inspection facility core shall be conditioned to accommodate the operating requirements of all equipment installed therein.
7. Equipment in the inspection lanes and/or bays shall be capable of operating as specified within an ambient (outside air) temperature range of zero (0) degrees Fahrenheit to one hundred ten (110) degrees Fahrenheit and shall be capable of operating as specified when exposed to a relative humidity of zero (0) to eighty-five (85) percent (non-condensing) for both continuous and intermittent periods.

D. Quality Assurance and Control Requirements. The requirements in this Section describe the methods that shall be used to ensure a high quality System. The Contractor shall establish and maintain a quality assurance program to ensure compliance with the requirements of the Contract that shall conform to the requirements of the U.S. EPA ASM document.

All phases of the work, manufactured or performed within the Contractors plant or at any other source, shall be controlled at all points necessary to assure conformance to the Contract. The program shall provide for prevention and detection of discrepancies and for prompt corrective action. The Contractor shall make evidence of quality conformance available to Ohio EPA.

The Contractor agrees to implement quality control procedures that comply with the U.S. EPA ASM document. All quality control checks shall be identified by station number, lane and/or bay number, and date. In addition, data reports shall contain the concentration values of the calibration gases used to perform the gas characterization portion of the quality control checks. Contractor shall supply Ohio EPA with necessary hardware and calibration gases to be used in quality control audits.

The Contractor's quality control procedures shall insure that emission measurement equipment is calibrated and maintained properly, and that inspection, calibration records and control charts are accurately created, recorded, and maintained. Computerized analyzers shall automatically record all recordable quality control check information.

The Offeror shall hire a third party environmental firm to conduct audits (both overt and covert) at each of the testing locations. The third party environmental firm shall have experience in conducting environmental audits that document compliance with state and federal air pollution control regulations. Each audit shall, at a minimum, consist of a review of compliance with 40 CFR 51.363 and any other items required under the RFP. The third party environmental firm shall provide Ohio EPA, for review and approval, the audit protocol prior to commencing audits. Copies of the audit reports shall be supplied to Ohio EPA directly from the third party environmental firm. Audits shall occur at least once per week for the first three months after testing begins at a new station and then once a month after initial testing. Ohio EPA may direct the third party environmental firm to conduct additional audits of select stations as a result of customer complaints or prior audit results. The third party environmental firm must be an independent company apart from the Offeror.

* Ohio EPA will audit both the auditing firm and the Contractor to insure quality assurance and compliance with the Contract. Both the Contractor and Ohio EPA are directing the activities of the third party auditors. Communication between third party auditor and EPA will be close. Federal requirements must be met.

* To indicate a clarification in the third party audit process

APPENDIX I

Vehicle Inspection Report

The attached VIR form shall be used with only minor changes to the pre-printed information. Changes shall be approved by the Ohio EPA. The print areas shall remain unchanged. Pre-printed forms or laser print are acceptable if it includes fraud prevention and are approved by Ohio EPA.

- * At a minimum, the basic diagnostic trouble codes should be provided to motorists on the Vehicle Inspection Report. No diagnostic repair advice is to be provided on the Vehicle Inspection Report. Emission related recall information should be provided to motorists. The recall issue will come up when the vehicle is presented.

- * To indicate addition of explanation on basic trouble codes, diagnostic repair advice, and recalls on VIR



Ohio EvCheck
Vehicle Emissions Testing Program

State of Ohio Vehicle Inspection Report

Thank you for doing your part to help clean Ohio's air. Your vehicle emissions test results are shown below. If your vehicle passed, please tear off the bottom portion and submit it with your registration documents. Failed vehicles are required to be repaired and retested. Please save this report with your registration. It may be transferred to a new owner if you sell the vehicle.

TEST FEE	INDIVIDUAL TEST SUMMARY					FINAL RESULT
	TAMPERING	EMISSIONS	ON-BOARD DIAGNOSTICS	EVAPORATIVE SYSTEM	OPACITY	

GENERAL INFORMATION				
VIN	VEHICLE YEAR	VEHICLE MAKE	DATE	TIME

INDIVIDUAL TEST RESULTS	READING	UNITS	LIMIT	RESULT

RETEST INFORMATION	FOR OFFICIAL USE ONLY

Please detach this certificate if you are mailing in your registration to the BMV – otherwise, bring this report with you when you register your vehicle.



Ohio EvCheck
Vehicle Emissions Testing Program

INSPECTION CERTIFICATE			
ID NUMBER		ODOMETER	,000
VIN		EXP. DATE	
MAKE		DATE	
YEAR		FINAL RESULT	

This automobile inspection is the result of requirements under the Clean Air Act Amendments enacted by the United States Congress. Any questions or comments you may have about this program may be directed to your United States Senator in care of the United States Senate, The Capitol, Washington, DC 20510 or to your United States Representative in care of the United States House of Representatives, The Capitol, Washington, DC 20515.

This certificate can be used for vehicle registration or plate transfer until the above expiration date.