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DEPARTMENT OF
GENERAL SERVICES

OFFICE OF THE DIRECTOR

CITY OF SACRAMENTO
CALIFORNIA
May 20, 1988

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SACRAMENTO, CA
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DIVISIONS:

COMMUNICATIONS
FACILITY MANAGEMENT
FLEET MANAGEMENT
PROCUREMENT SERVICES

Budget and Finance Committee
Transportation and Community Development Committee
Sacramento, California

Honorable Members in Session:

SUBJECT: FLEET MANAGEMENT STAFF REPORT BACK ON OVERLOADED REFUSE TRUCKS

SUMMARY

At the joint meeting of the Transportation and Community Development/Budget and Finance Committees on March 15, 1987, Fleet Management was requested to prepare a report on the subject of overloaded refuse trucks. The following information has been prepared by staff to address this issue.

BACKGROUND

An analysis of the City Landfill truck scale records was completed by staff for the months of February, July and October, 1987, which were the months identified by the private garbage collection companies as showing a large percentage of overloaded refuse vehicles. We concur with their findings; a large percentage of the trucks were overloaded.

Fleet Management has been aware of the overload problem for some time, as this is a problem shared by the refuse industry in general, both private and public. In a memo to the Deputy Director of Public Works in February, 1987, the Fleet Manager addressed this issue by suggesting that:

1. Three axle trucks be purchased to allow for higher payloads; and
2. The Solid Waste Division negotiate Class I and II driver license requirements in the July, 1987 employee contract negotiations to insure that City refuse drivers were licensed to drive three axle vehicles.

In the interim, our division only purchased automated side loader refuse trucks that had the capability of easily being retrofitted with a third axle, once the driver license issue had been resolved. We also purchased two axle trucks with the highest legal payload capacity available.

In July, the license requirement was negotiated, and as part of its replacement schedule, Fleet Management bought eight new automated three-axle side loaders with a payload capacity of 48,500 pounds. Since these last eight side loaders did not go into service until after October, 1987, our staff also did an analysis

Staff Report on Overload Refuse Trucks

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of the February, 1988 Landfill scale records to examine these eight vehicles' weights. The records show that the three-axle automated side loaders weighed in legally 100% of the time.

Fleet Management will be replacing the older rear loading refuse trucks in the Solid Waste Division's fleet with three-axle automated side loaders to keep pace with the Solid Waste Division's expanded 90 gallon container program, which uses automated side loaders. Since July, 1987, twelve more three-axle side loaders have been ordered, some of which are already in service. Therefore, the rear loaders, which have experienced problems with overloading, will continue to be replaced with three-axle automated side loaders which were proven to have legal loads in February, 1988, 100% of the time.

To further address the problem of overloaded vehicles in the most cost effective manner, Fleet Management and the Solid Waste Division concur on and propose the following actions:

1. Fourteen existing two-axle automated side loaders should be retrofitted with a third axle to increase their legal payloads to 48,500 pounds. The cost for these upgrades is approximately \$6,450 per unit, or a total cost of \$90,300.
2. Two of the fourteen trucks are already equipped with extended tailgates (bubbled ends) which allow an increased volume of refuse to be carried. It is proposed that the other twelve trucks also be retrofitted with extended tailgates to take full advantage of the larger legal payloads that the third axle will provide. The cost for these upgrades is approximately \$1,250 per unit, or \$15,000 for the 12 trucks.

In anticipation of the above proposals, Fleet Management is preparing two specifications for Council approval, one for the third axle upgrades, and one for the tailgate extension upgrades. A third specification is also being prepared to provide air conditioning for the City's 34 automated side loading refuse trucks. Costs and anticipated funding for the three projects are outlined in the Financial Section of this report. Upon authorization of Council, Fleet Management would like to initiate formal bid procedures for all three projects as soon as possible. Therefore, at this time, we respectfully request the Budget and Finance Committee's support of these projects as outlined below.

In our opinion, the three-axle automated side loaders have proven to be an effective remedy for the overloading problem experienced by a number of vehicles in the City's fleet. With the newly negotiated driver license requirements, three-axle rear, front and side loading refuse trucks are now being purchased to replace older two-axle units as part of the yearly replacement schedule; and two-axle automated side loaders can be upgraded with a third axle. Therefore, Fleet Management can provide the most productive vehicle for the job, and offer the Solid Waste Division greater flexibility for route planning.

As previously stated, overloading is common to the refuse industry in general, a fact that the Fleet Management Division has substantiated with the California Highway Patrol. Refuse loads are directly affected by seasonal changes, types of refuse hauled, and the growth or decline of population in a neighborhood. To assume that the City is any less capable than the private companies of solving

the overloading problem is subject to argument. Fleet Management has, and will continue to work with the Solid Waste Division to evaluate its equipment needs, so that the highest payload, most cost effective, reliable and productive equipment is provided.

FINANCIAL INFORMATION

Costs and funding for the three projects have been agreed upon by the Solid Waste and Fleet Management Divisions and are estimated below:

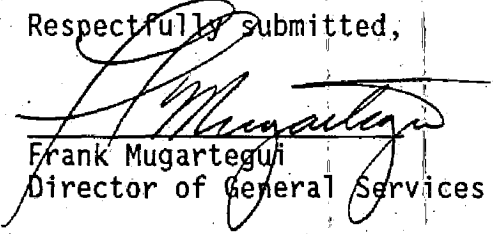
1. The Solid Waste Fund Contingency will provide funding for the third axle upgrades for fourteen (14) refuse trucks at a cost not to exceed \$90,300; the tailgate extension upgrades for twelve (12) refuse trucks at a cost not to exceed \$15,000; and the air conditioning of twenty (20) refuse trucks at a cost not to exceed \$32,300. Total cost for the three projects is \$137,600. The unexpended balance in the Solid Waste Fund Contingency Budget is \$1,096,919.
2. The Fleet Management Contingency Reserve will provide funding for the air conditioning of the remaining fourteen (14) refuse trucks at a cost not to exceed \$22,400. The unexpended balance in the Fleet Management Contingency Reserve Budget is \$1,205,299.

RECOMMENDATION

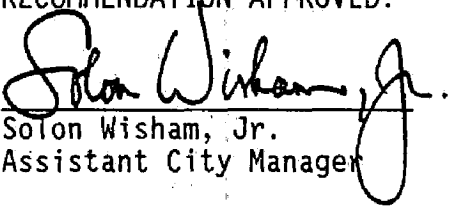
The issue of overloading in this report has been provided as requested, and is for information only. The second issue deals with the upgrading of existing equipment with third axles and tailgate extensions to allow for increased payload capacities, and the air conditioning of 34 refuse trucks.

It is recommended that the Budget and Finance Committee amend the Fleet Management Operating Budget for F.Y. 1987-88 by transferring funds from the Solid Waste Fund Contingency and the Fleet Management Contingency Reserve for the upgrades to the City's side loading refuse trucks; and that the Committee recommend and forward this report to the full City Council for adoption of the attached resolution.

Respectfully submitted,


Frank Mugartegui
Director of General Services

RECOMMENDATION APPROVED:


Solon Wisham, Jr.
Assistant City Manager

May 31, 1988

Attachments
FM:88091:RM/vh

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

June 8, 1988

RESOLUTION AMENDING THE FLEET MANAGEMENT OPERATING
BUDGET BY \$160,000 BY THE TRANSFER OF FUNDS
FROM THE FLEET MANAGEMENT CONTINGENCY RESERVE
AND THE SOLID WASTE FUND CONTINGENCY

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

1. Funds in the amount of \$137,600 be transferred from the Solid Waste Fund Contingency (415-710-7012-4999) to the Fleet Management Contingency Reserve (420-710-7012-4999).
2. Funds in the amount of \$137,600 be transferred from the Fleet Management Contingency Reserve (420-710-7012-4999) to the Fleet Management Operating Budget (420-190-1949-4241) for the upgrading of the Solid Waste Division's refuse trucks.
3. Funds in the amount of \$22,400 be transferred from the Fleet Management Contingency Reserve (420-710-7012-4999) to the Fleet Management Operating Budget (420-190-1949-4241) for the air conditioning of fourteen (14) refuse trucks.

MAYOR

ATTEST:

CITY CLERK