



Memorandum

MONTEREY REGIONAL WASTE MANAGEMENT DISTRICT

DATE: July 9, 2008
 TO: General Manager
 FROM: Equipment Maintenance Manager
 SUBJECT: Request for Bids for the Purchase of Two New Roll-Off Trucks

RECOMMENDATION: That the Board authorize staff to prepare specifications and issue a request for bids to purchase two new roll off trucks with hook attachments. A total of \$340,000 for these two roll off trucks is included in the Capital Outlay portion of the FY 2008/09 budget.

BACKGROUND

The FY 2008/09 budget includes the purchase of two roll off trucks needed in the site operations. Staff would like to proceed to prepare and distribute specifications to purchase this equipment which may have a delivery time of six months or greater. With Board authorization to call for bids, staff anticipates bringing recommendations for purchase back to the Board at the August 2008 meeting.

A component of AB 32 is the proposed regulation requiring on-road vehicles operated at the District to meet certain emission standards. The District is required to have 25% of its on-road fleet meeting these standards by 2010 and 100% of its fleet by 2013. To minimize the annual financial impact, it is in the best interest of the District to begin now to replace necessary equipment to meet the regulation requirements. Staff has structured a replacement strategy to take place over the next five years that will accomplish this goal. Considering the age of the on-road fleet the District currently has, retrofitting these vehicles with diesel particulate devices costing upwards of \$45,000 per unit is not cost effective.

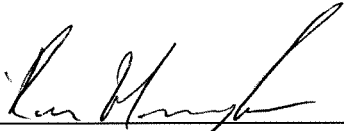
DISCUSSION

Two roll off trucks are in desperate need of replacement since they are performing poorly and becoming increasingly unreliable. Unit MR10 - 1990 Volvo will not pass opacity testing this year due to excessive smoke from a worn out engine, and MR12 - 1995 Ford is likely not to meet opacity test requirements this year for the same reason. Not replacing them and experiencing an engine failure would cost the District more in the long term. This potential factor, coupled with the age of the vehicles and their requirement to be compliant with future emissions standards, make their replacement imperative.

The useful life for a roll off truck in non-landfill applications is 10 to 12 years, operating 8 to 10 hours per day and making 8 to 12 loads per day. District roll off trucks mostly operate on abusive off-road conditions and run 8 to 10 hours per day making 15 to 30 loads per day. In spite of these conditions, the District's roll off trucks historically have lasted longer than their original projected life.

CONCLUSION

District staff has concluded that two trucks, a 1990 Volvo and a 1995 Ford, should be scheduled for replacement during FY 2008/09. They were scheduled for replacement in FY 2007/08 but were deferred due to limitations on capital spending imposed last year. Upon award of the bid and acceptance of the delivery of the two new roll-off trucks, staff will declare the existing trucks as surplus and attempt to sell the trucks to the highest qualified bidder.



Ron Mooneyham