City Of Venice Fleet

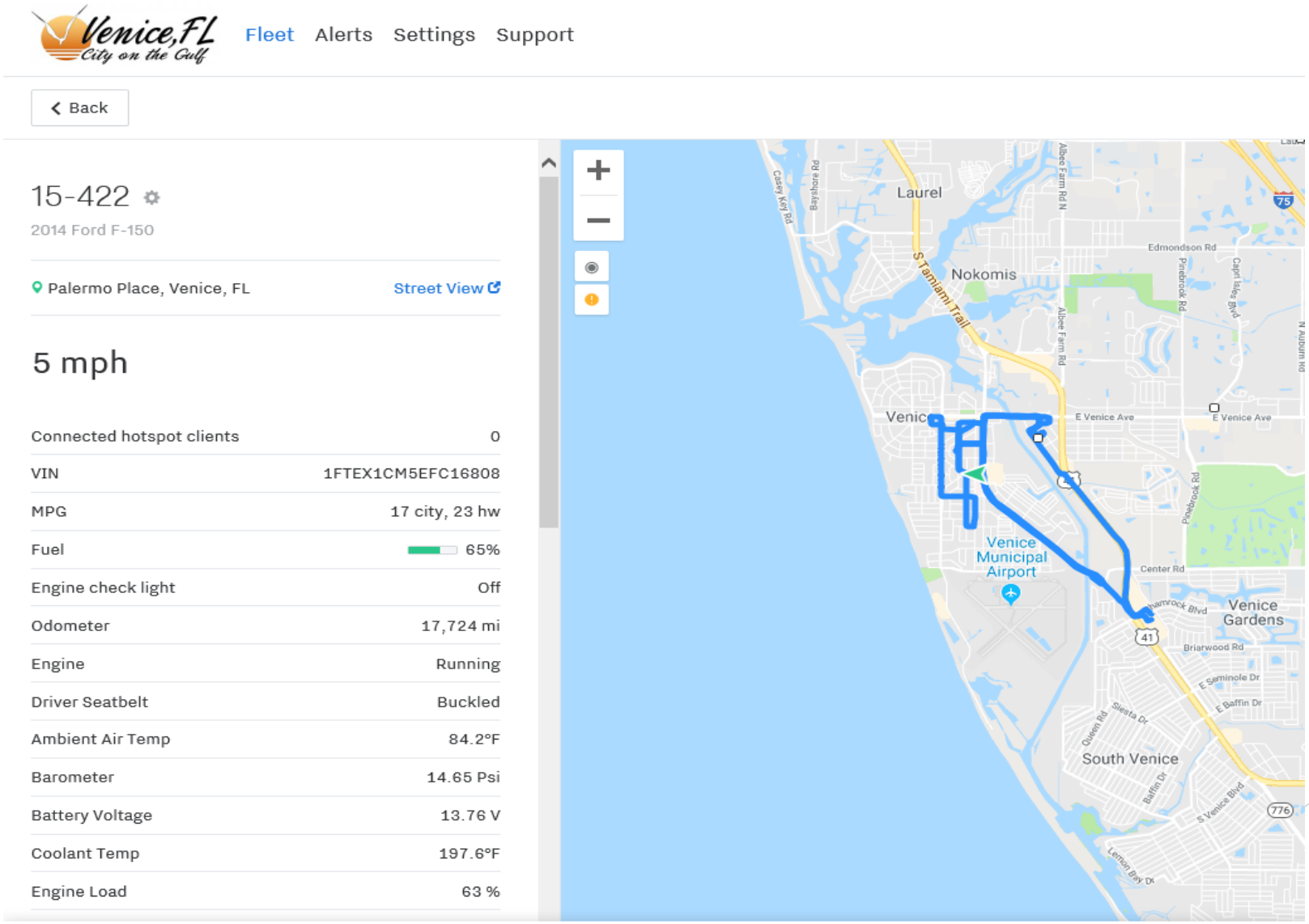
Our Fleet

- 6- Fueling Stations and Multiple Standby Fuel Storage Locations
- **336 Motorized Fleet Units**
- 59-Police
- 22-Fire
- 87-Utilities
- 13-Building and Zoning
- 41-Solid Waste/Recycling
- 55-Public Works
- 18-Airport
- 7-Storm Water
- 1-IT
- 33-Generators

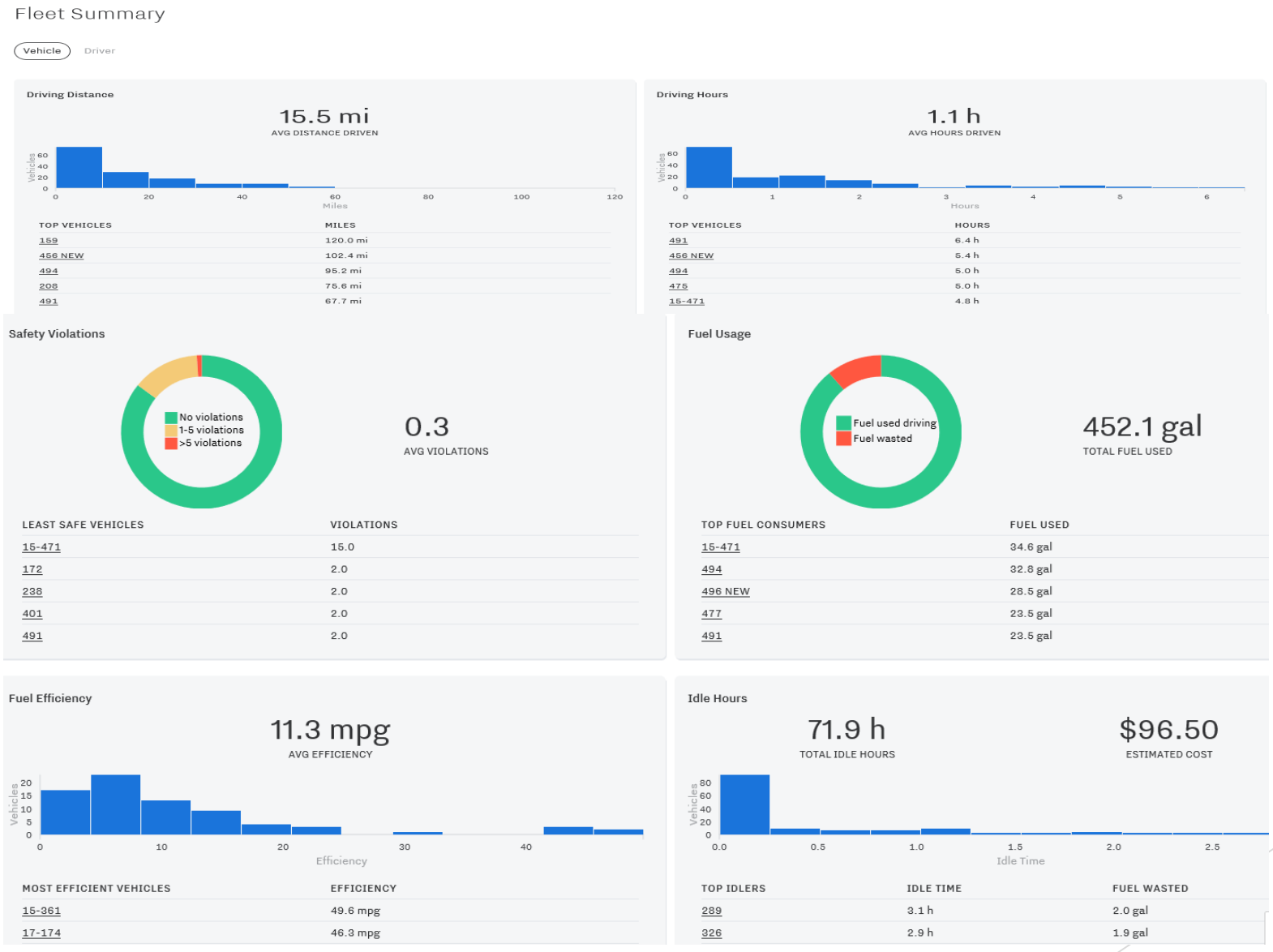
Our Current Systems

- GPS - City wide in 2018
- Vehicle Replacements – Fleet Manager provides recommendations for replacement schedule and vehicle type. Departments make the choice on what to replace, and what it will be replaced with.
- Life-Cycle – Age and mileage based disposal analysis
- Disposals - We use multiple ways to dispose of units from on-line auctions, equipment auctions, and vendor sites.
- Maintenance - We use a third party vendor(s) for all services with limited control.
- Fuel - We have multiple fueling locations some without locking abilities, and some without tracking or monitoring systems.
- Cost Tracking - We have no City owned fleet system to track cost, service types, or vehicle conditions. Vendor currently provides limited tracking.

Our GPS System- Samsara



Our GPS System- Samsara Dashboard



GPS Camera System.

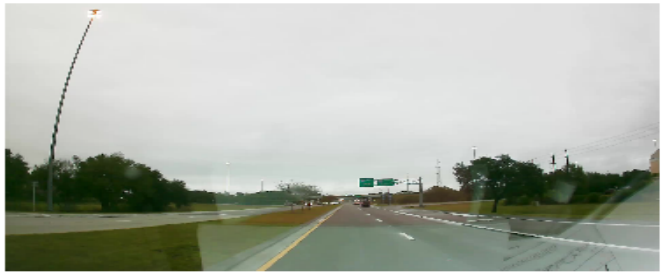
EVENT TYPE	VIDEO SNAPSHOT
Harsh Turn	
Harsh Turn	
Harsh Event	
Harsh Event	

234

2011 FORD F-350

Jacaranda Boulevard (CR 765), 3.3 mi NN... Street View

42 mph (45 limit)



(image from Thu, 8:58AM)

Connected hotspot clients	0
VIN	1FDRF3G68BEB90617
Fuel	64%
Engine check light	Off
Odometer	52,756 mi
Engine	Running
Ambient Air Temp	69.8°F
Barometer	14.65 Psi
Battery Voltage	13.92 V

Disposals & Replacements
Reasons to replace units on a timeline

- Safety advancements
- Fuel Savings
- Better resale values
- Lower maintenance cost
- Employee retention
- City Image
- Budgeting
- Right sizing the fleet
- Take advantage of Government pricing
- Understand the “sweet spot” method.

Fuel Cost and Energy Facts

- The average fuel economy for all U.S. cars, SUVs, and light trucks has increased by 12 percent, to 25.2 mpg in 2017 from 22.6 mpg in 2010.
- Ford's F-150 engine today now produces only slightly more horsepower than the most powerful engine available in 2010. And fuel economy has gone up by 40 percent in just 8 years.
- New truck fuel efficiency has improved by removing 700 pounds of steel and switching to high strength aluminum. Horsepower has increased with use of turbos allowing the engine sizes to decreased and keep the same power.

The advantage of government pricing

One of the difference between leasing and buying, you cant lease at Government pricing.

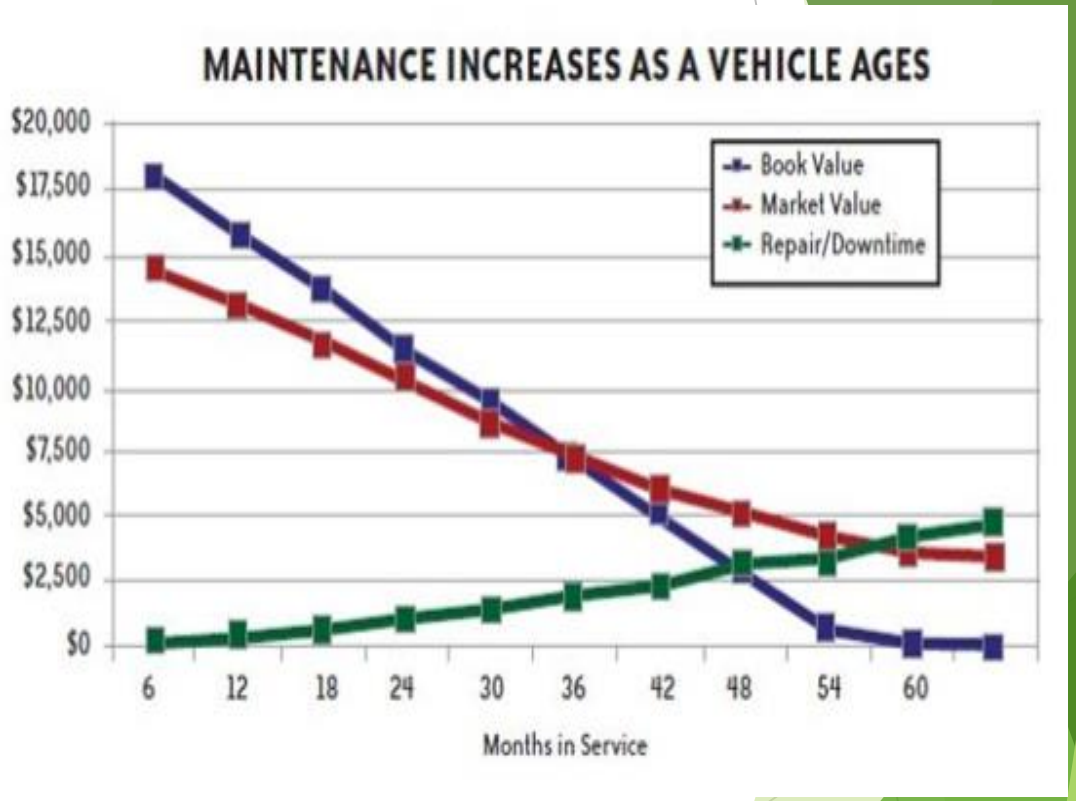
Actual Example of the advantage of Government Pricing. We save from 6K-10K off the base unit.

- This unit was purchased in 2016 for $24,000 using Government Contract Pricing available to us.
- This price is below most dealer cost and we can only use predetermined places to purchase these units.
- As you can see after 3 years of service we actually have a positive value in this vehicle.

Finding The “SWEET SPOT”
When to Dispose of Units

Age And Mileage Methodology is what is currently used.

The method’s disadvantage is that, by relying on age or mileage criteria alone, variations in vehicle condition are not accounted for. Some units may be more reliable and less costly to operate than others in the class. Thus, less reliable vehicles could inadvertently be kept in service longer than they should be and incur costly repairs. My approach is to treat units that reach their target age criteria as “candidates” for replacement, and replace when appropriate.



National Standards
Other Municipalities Replacement Cycles
Venice proposed life cycles

Life Cycles							
Unit Type	**APWA**	**Palm Beach**	**Largo**	**Mt Lebanon, PA**	**Knoxville, IA**	**Winston-Salem, NC**	**Venice**
Admin	5	6	5	5	7	8	10
ATV/Turf	x	5	5	x	7	10	10
Light Duty	7	6	7	7	10	8	10
Medium Duty	12	7	9	7	10	10	12
Heavy Duty	15	10	9	7	10	10	12
Trailers	x	10	x	x	10	10	20
Fire	15	15	10	x	15	15	15
Police	3	7	5	3	5	6	7
Off Road	10	10	10	10	12	10	20
Solid Waste	x	x	6	8	x	8	10

Unit Disposals

- We use Tampa Machinery Auction. With smaller or unique items we use publicsurplus.com, and after the reserve for fire engine is not met, we have used Brindlee Fire once in the past.
- We need to find better advertised methods to dispose of units that will yield in higher resale values.
- Some vehicles sent to auction are not cared for properly and we would see increased auction values with better care.

MAINTENANCE

- Maintenance cost have gone up over the past 5+ years.
- Primarily due to the age of the vehicles and equipment.
- Examples of costly repairs in the past two years due to vehicle age.
  - A/C- 137 repairs
  - Transmission -19 repairs & 5 to auction
- Compression loss is a major contributor to maintenance.
- This supports the need for a viable replacement schedule to reduce maintenance costs.

FUEL TANKS

- All fuel storage tanks are now in compliance with the Florida EPA after many repairs in FY18.
- In FY19 we are scheduled to bring all fuel tank monitoring and fueling systems to one system
- SOP for fuel tank inspections has been drafted and currently being finalized
- In FY18 we set up annual inspections on all fuel tanks over 500gal as required by FL EPA

Our Future

- City Wide Motor Vehicle Policy
  - Standardize rules, processes and safety requirements
- New Maintenance and Care Schedules
  - Create a better care of our units
- New Fueling System
  - Safety and tracking
- New Replacement Schedule
  - A system that is consistent, regulated and budgeted
- Fleet Maintenance Dept.
  - Look into our own mechanics for improved savings and care, with a complete tracking and software system of our own
- Fleet Purchasing
  - Only buy what we need, control up-fitting, and review utilization history.
- Additional Vendors
  - Retain vendors for specialty equipment to reduce cost and acquire better service.

FLEET GOALS

- We need to develop standards that fit our city.
- We need standards that model other governments and municipalities.
- We need a budgeting system that helps us keep a stable fleet budget for planning.
- We need to have one system/department to order and maintain units
- We need to replace units with ones that will do the intended work load with out over spending for amenities that we don’t need or have future value.
- We need to have a plan to try new energy options and track durability of the new systems.