

SPECIAL WORK SESSION

NOTICE OF MEETING  
OF THE  
MAYOR AND CITY COUNCIL

TO BE HELD

SEPTEMBER 16, 1982 at 11:00 A.M.

in the

POLICE TRAINING ROOM in the Basement of City Hall

AGENDA

1. Discussion of Proposed Sideload Refuse System.
2. Consideration of Taylor Electric Cooperative, Inc., for authority to change rates and Proposed Power Adjustment Clause.
3. Consider acquisition of land in Northeast Abilene.
4. Consider WTU Rate Increase Ordinance on 1st reading suspension of increase and authorization of participation in system wide case. To be considered at 2:00 p.m.
5. Pending and Contemplated Litigation.

CERTIFICATE

I HEREBY CERTIFY THAT THE ABOVE NOTICE OF MEETING WAS POSTED ON THE BULLETIN BOARD AT THE CITY HALL OF THE CITY OF ABILENE, TEXAS, ON THE 13 DAY OF SEPTEMBER, 1982, at 11:30 A.M.

*Keesy Beard, Assistant*  
CITY SECRETARY

POLICE TRAINING ROOM  
CITY HALL, THE CITY OF ABILENE, TEXAS.

The City Council of the City of Abilene, Texas, met in Special Work Session Thursday, September 16, 1982, at 11:00 a.m. with Mayor Elbert E. Hall, present & presiding. Councilman Julian Bridges, Councilwoman Billie Proctor, Councilmen Juan C. Rodriguez, A. E. Fogle, Jr., L. D. Hilton, Councilwoman Webster, present. City Manager Ed Seegmiller, City Attorney Harvey Cargill, Bob Whitehead, Director of Public Works & Ruth Hodgkin, City Secretary, present.

Invocation by Councilman Fogle.

Mayor Hall asked Bob Whitehead, Director of Public Works, to present the Proposed Sideloader Refuse System.

Mr. Whitehead said that he wanted to present the history of the side loader program, how we got into the program & where we are now. He said that he was going to talk a little bit about the bids that were prepared, how we went about preparing those bids and the bidding procedure, then share the test procedure and how they went thru testing the various systems to come up with some data that they used in their analysis & then run thru the analysis that they have put together on each one of the systems that were proposed. Then he said he would ultimately make a recommendation, based on that analysis of the sideloader system.

In June of 1981, the City Staff and the Refuse Collection Department had put together a proposed program, comparing the present system versus what they felt would be a better system, looking at/automated side loader program. This was presented to the Council at a Retreat. At that workshop or Retreat, they received the Council's authority to proceed to the bidding stage on a sideloader refuse collection system for residential purposes. Part of that decision was based on the information that they provided, that in operational cost, it would be cheaper. He said that under the present system, they are operating on a budget of about \$2.2 million and upon implementation of the sideloader system, they feel that the efficiency and the improvements in an automated system, that their operating budget will be down to about \$1.7 million. Also at that time, we were authorized to test the program, then ask the citizens who took part in the test, what they thought about the sideloader system versus what they were used to.

The test program was set up and ran in November and December of 1981. Then we sent out cards asking the citizens whether they favored the sideloader system, or did not like it. In mid-January 1982, those test results came back. Then in January & February, they ran a mini test for six weeks, where one of the proposed vendors came in and wanted the Staff to look at their sideloader system. In the February Workshop of this year, the Staff reported the results which showed (of the cards that were returned) 68% of the citizens favored a sideloader system. Authority to proceed with the bids for a sideloader system was also given at that Workshop.

In mid June, the Council authorized advertisement for bids for the sideloader refuse collection system. He said that they had set up in the bid specification, a pre-bid conference, which was held on June 29, 1982. He said that the final seven bidders on the system were there at the pre-bid conference. Their intention at the pre-bid conference, was to answer any questions that the bidders might have, to give them more information, if they needed more information so that they could put their bid package together. He said that as a result of discussion, there were two addendums issued, which cleaned up some of the language in the basic specification. He said that they changed some of the things where the vendors could meet those basic minimum specifications. He said that it was strongly emphasized at that meeting two or three times, that the specifications that they sent out were performance specifications.

Mr. Whitehead said that they specified the minimum size of the truck, the cab and chassis that they felt was needed to haul the system. So there was a minimum truck specification. And there were also specifications on the type of material that they wanted under the polyethylene or plastic system. They wanted a certain amount of material or a certain type of material, so that was another sort of minimum specifications. He pointed out that they emphasized for performance specification from them. The Staff wanted the vendors to come back to the City and tell them what sort of system they had, how many trucks it would take, and have then tell the Staff what was the best system for the City of Abilene. He said that they were asking the vendors to come back to the City with what they felt was the best system that they had, this was the basis for the specifications. This created many variations and options that the Staff had to analyze.

Mr. Whitehead said that it had taken the Staff quite a bid of time to go thru that analysis and be able to make this presentation. Part of the manufacturer's request was that the City give them more time to prepare and submit their bids. The time was extended from July 15 to July 27, basically ten days extension. The bids were opened on July 27 and read aloud in a public meeting.

Mayor Hall asked Mr. Whitehead to stop and see if the vendors were as proud of your system, specifications and bid proposals as he was. He asked the vendors if they wished to speak and no one spoke up.

Mr. Whitehead again said that bids were performance specifications. They did contain minimum specs on cab and chassis, a material sort of specifications. Basically everything that they asked the vendors to bid on was in writing to them.

They could change that specifications and tell the Staff what they were changing and what they were providing.

Mr. Whitehead said that there were three things that the vendors asked about at the pre-bid conference: 1) number of trucks in the system (if they could bid the number of trucks). They could also tell the Staff how many spares the City would need, to be able to maintain the system. 2) the type of container was discussed (looking at the possibility of bidding different materials, they were told to tell the Staff what material it was and send them the specifications on that material--so they allowed different material to be bid). There was a couple of vendors that bid a metal system, after they were told if they wanted to bid a different system beside plastic. He said that they emphasized that the vendors bid their best system. 3) the question was also raised on the warranty themselves and the 10% performance bond. He said that they are requiring a 10% performance bond from the vendor that is awarded the system. He said that they asked for a 10 year warranty on the plastic containers along with warranties on the parts of the truck and the mechanical lift device. He said this was discussed and they again told the vendor to tell them what their warranty program was. He said that if their warranty was anything under 10 years, the Staff would take that under advisement, as they recommended to the Council. He said that there was a cost factor in both of those and this was the basis of their understanding after the pre-bid conference.

Mr. Whitehead said that he wanted to go over three or four items/which in the bid, he felt was important, to provide some assurances to the City. 1) He said that they (the vendors) would provide at no cost to the City, then the City could randomly select from the total shipment of containers, 25 - 300 gallon containers, 7 - 420 containers and 20 - 90 gallon containers. The City has the right to randomly select those containers, take a sample out of them and send the samples to an independent lab to make sure the City is getting the material that has been asked for. There will be no cost for the containers, but there will be a cost for the lab test. He said that the Staff would be operating under that assurance, as containers come in, the Staff will randomly select some containers, cut a hole in them, ship them out, for testing. He said that we needed to do this so that we know that we would be getting the material that we asked for. 2) The second assurance is basically concerned with the truck, the pick-up device itself. It was put into the specifications that the City would tender payment for each piece of equipment thirty days after delivery. In essence, after the truck has been delivered, the City has thirty days in which to test it and make sure that it does have the compaction capabilities that we are asking for - that the lifting device does work the way it is supposed to. If it does not work as it should, within those thirty days, we will ask the vendor to come in and repair it. If it cannot be repaired, it will be shipped back. But it does not have to be paid for before the thirty days has passed. 3) He said was the 10% performance bond. He said that we will hold the performance bond until the contract is complete. Again if the vendor cannot meet the performance criteria, then we can have that to fall back on. This might mean that we would have to go out for re-bids, but we would have some assurance, about 10% will be in the performance bond. He said that we have also asked (in the containers) for a 1% consignment of containers to be shipped. Actually, we will have an additional 1% of the containers shipped to us, so that in that first amount of time, if there is anything wrong--if there is a defect in a container, the top, or something like that, we will have some spares here that we can use. As we use those spares, we will make a note, and pay for those spares as we use them. Of course, if it is a replacement, one for one, we will ship the damaged one back to them. This has also been built into the specifications.

Mr. Whitehead said that he felt that the City was covered, if we award a bid and there was some problems on individual containers or trucks, which are the basic two components of the system. The City has some assurances that they are protected, before/actually buy the system, before/they pay for those individual items.

Councilwoman Webster asked if all the vendors attended the pre-bid conference. Mr. Whitehead said that all the vendors had at least one representative at the pre-bid conference.

The representative from Tradewinds said that they were not invited to the pre-bid conference.

The pre-bid conference date was written into the specifications, so the date was made available to all the potential bidders.

Mayor Hall asked Mr. Whitehead to cover again the period when the bond would be in effect.

Mr. Whitehead said that the period that the bond would be in effect, would basically be until the final purchase of the equipment, <sup>or</sup> until we approve of all the purchases.

Mr. Whitehead said that the different components on the truck <sup>was the</sup> chassis, packer body and the lifting device. Each one of those components has a 12 month warranty. That is basically the manufacturer's warranty for manufacturer's defects. He said that we had asked for the warranty on the barrel in the total system.

Mayor Hall said, "So your performance bond guarantees that the equipment specified and the warranty pertaining, would be delivered in the time specified and the price specified?"

Mr. Whitehead assured the Council that the warranties were that the vendor would perform and deliver those trucks in the specified time and deliver the amount of trucks and containers that we want and that they will meet the specifications.

Councilman Rodriguez asked a question regarding the performance bids. He said that back in March, we had our workshop and approved the sideloader system. The we wanted to look at metal versus the plastic barrel. He said that they wanted to give the bidders a change to bid on both types of systems. He asked if all the bidders were given a change to bid on both types, metal & plastic?

Mr. Whitehead said that one manufacturer bid on both systems. But all the vendors could have bid both systems, if they had wanted to. He said that in the specifications that were mailed out, they showed basically the polyethylene or plastic system, but left the option to the vendors to bid a metal system, also. So that is basically the way the specifications went out. But at the pre-bid conference, he stressed at least twice, that they would be receiving bids for metal containers. He said that he felt the vendors were fully aware that they were asked to bid a sideloader refuse collection system, that would be best for our city.

John Fore, with Pak Mor, said that he bid on essentially two systems. The only reason he put the figures in there, as far as the plastic system is concerned is that the specifications were solely & strictly written for the plastic. If he had bid the metal by itself, he would have had nothing in the criteria of the specifications. He wrote a cover letter recommending the metal containers for the City of Abilene.

Mr. Whitehead said that we also asked in the specifications, if we did not know about their truck, we needed to test their system (basically their truck). Because we already knew about their containers from the test in town. Most of the vendors were able to get us a truck to test in the City, but some were unable to. So what the Staff tried to do, for comparison purposes, was to contact other communities where their equipment was working in a municipal sort of setting. The Staff also made them selves available, if the need was there, to look at their containers. The Staff also went to manufacturers of the containers and looked at their capabilities and the product that they were producing. This was a cost to the vendor, no cost to the City. They had to work that sort of thing into their prices, also. Most of the vendors were able to get equipment in here to give the Staff some good data for comparison purposes. This was the key in the analysis, Mr. Whitehead said. He asked the vendors (in the specifications) to tell them how many trucks that the City needed. Then thru the analysis, the City will tell the vendor just how many trucks we want to buy. So we needed this data, to help the Staff make their recommendation to the Council, which would be the best system and the number of trucks to handle that system. The two basic things that the Staff was looking for, in their test program, was basically the rate of compaction, how many pounds per cubic yard their trucks could hold. The theory there, was, the more we could pack in a truck, the more times that truck will be out, and the less time it will be running back and forth to the landfill.

Mr. Whitehead said that they tested the trucks by loading them up with garbage & weighing them. Then they knew what their volume was, so they could come out with the pounds per cubic yard. The second thing that they tested, was the average time that it took them to pick up and dump a container. To be able to compute how many barrels they could pick up on a route in a time, since the efficiency of their system. To do that, they all did it on the same route and we used city drivers to run the routes. So the Staff feels that is good and fair, since the routes were measured, measured the time from when they started to when they finished the route. They counted the number of barrels that they picked up and divided it out, to get their average, per barrel on route. This is how we arrived to some of the figures brought out in the analysis. This sets up the analysis that the Staff went thru to test the equipment.

Shelton Ellis, Emco Manufacturing, said that last Fall when the City was talking of a testing program on the performance of equipment, He offered to bring in our system of metal containers and trucks at no cost to the City and Mr. Smith agreed to let him bring it in and Mr. Whitehead also agreed to let him bring it in and his company did run their test program.

Mr. Whitehead said that he wanted to run thru the analysis, so that the Council will have all the information the way they handled each system. Again, the bids were based on a performance sort of standard. There were a lot of variations and options in the bids themselves. The Staff tried to analyze these in the best manner that they could. He commended his Staff who were in on the analyzing of the bids, those being: Bill Brewer, Equipment Supervisor, Chuck Smith, Refuse Collection Superintendent and Marva Pritchett, Assistant Director of Public Works.

He explained that they would not be presenting all of the options, as they are presenting the proposals. It may be the City information that they collected and it might be what the vendors submitted, but it will be the best information that the Staff has. What they did by analyzing was that if there was any question in their mind, they used the data that favored the vendor. They tried as best they could, anything that he felt was a detriment to a vendor versus another vendor.

He said that they used the test data that they went thru to arrive at the number of trucks that they feel are necessary, under each system. He said that he would be using the slides for the rest of the presentation. He said that he would run thru the information on how they calculated it with one or two of the vendors. Then he said that he would go over all seven of them, using the same type of information, so that the Council could see the bottom line, so far as what they had to offer and what the cost would be.

Mr. Whitehead went thru the evaluation formula for Heil:

YARDAGE	24
POUNDS PER YARD	<u>700</u>
POUND CAPACITY	16,800
ALLEY CONTAINERS	3,180
CONTAINERS PER LOAD	146
X SEC. PER CONTAINERS	<u>X42</u>
	6,132
	<u>4.03</u>
ON RTE. SEC. AVAILABLE	6132/24,720
TRIPS PER TRUCK	4.03
X CONTAINERS PER LOAD	<u>X 146</u>
CONTAINERS PER TRUCK PER DAY	588
	<u>5.41</u>
ALLEY TRUCKS	588/3180
CURB CONTAINERS	5.41
CONTAINERS PER LOAD	2,948
X SEC. PER CONTAINER	509
	<u>X60</u>
CURB TRUCKS	30,540
	<u>5.79</u>
TOTAL REQUIREMENTS (Trucks)	11 + 3 spares=14

Mr. Whitehead explained that the Refuse Collection Department picks up garbage twice a week. Basically, they split the community in half, then they have a Monday-Thursday route and a Tuesday-Friday route. So the total number of containers in the community will be about six thousand.

Mr. Whitehead said that the average garbage production per house is 33 lbs. per pick-up. (This would make it 66 lbs per week). He said that they would average about 3½ homes to a container. So that would be about 115.5 lbs that each one of these would have to hold. Then we would arrive at the need of 146 containers, at 115.5 per container to equal the number of lbs that they would be able to load in a truck. He said that they used the Abilene drivers to do all the testing. He said that they used the same system for all vendors, so we are comparing apples to apples.

Mr. Whitehead went thru the evaluation formula for Rapid Rail:

YARDAGE	
POUNDS PER YARD	26.3
POUND CAPACITY	<u>706</u>
	18,568
ALLEY CONTAINERS	
CONTAINERS PER LOAD	3,180
X SEC. PER CONTAINERS	161
SEC. PER LOAD	<u>X 40</u>
	6,440

ON RTE. SEC. AVAILABLE		6,440/22,620	<u>4.17</u>
TRIPS PER TRUCK	4.17		
X CONTAINERS PER LOAD	<u>X161</u>		
CONTAINERS PER TRUCK PER DAY	671		

ALLEY TRUCKS	4.74
CURB CONTAINERS	2,948
CONTAINERS PER LOAD	517
X SEC. PER CONTAINER	60
CURB TRUCKS	5.70

TOTAL REQUIREMENTS (Trucks) 11+3 spares= 14

Mr. Whitehead went thru the evaluation for Athey:  
They bid a smaller truck.

YARDAGE	20
POUNDS PER YARD	<u>783</u>
POUND CAPACITY	15,660
ALLEY CONTAINERS	3,180
CONTAINERS PER LOAD	136
X SEC. PER CONTAINERS	<u>X 41</u>
SEC. PER LOAD	5,576

ON RTE. SEC. AVAILABLE		5,576/22,620	<u>4.06</u>
TRIPS PER TRUCK	4.06		
X CONTAINERS PER LOAD	<u>X 136</u>		
CONTAINERS PER TRUCK PER DAY	556		

ALLEY TRUCKS	5.72
CURB CONTAINERS	2,948
CONTAINERS PER LOAD	482
X SEC. PER CONTAINER	60
CURB TRUCKS	6.12

TOTAL REQUIREMENTS (Trucks) 12+3 spares = 15

Mr. Whitehead went thru the evaluation of Automated Systems:

YARDAGE	25
POUNDS PER YARD	828
POUND CAPACITY	20,700
ALLEY CONTAINERS	3,180
CONTAINERS PER LOAD	179
X SEC. PER CONTAINERS	<u>X41</u>
SEC. PER LOAD	7,339

ON RTE. SEC. AVAILABLE		7,339/24,720	<u>3.37</u>
TRIPS PER TRUCK	337		
X CONTAINERS PER LOAD	<u>X 179</u>		
	603		

CONTAINERS PER TRUCK PER DAY	603/3,180	<u>5.27</u>
ALLEY TRUCKS		5.27
CURB CONTAINERS		2,948
CONTAINERS PER LOAD		517
X SEC. PER CONTAINER		<u>X 60</u>
CURB TRUCKS		5.70

TOTAL REQUIREMENTS (Trucks) 11+3 spares = 14

Mr. Whitehead went thru the evaluation of Pak Mor Company:  
This is the company that bid the plastic & metal - This is the plastic:  
YARDAGE 30  
POUNDS PER YARD 600  
POUND CAPACITY 18,000

ALLEY CONTAINERS	3,180
CONTAINERS PER LOAD	156
X SEC. PER CONTAINERS	<u>X 57</u>
SEC. PER LOAD	8,892

ON RTE. SEC. AVAILABLE 8,892/ 26,820 3.02

TRIPS PER TRUCK	3.02
X CONTAINERS PER LOAD	<u>X 156</u>
CONTAINERS PER TRUCK PER DAY	478

ALLEY TRUCKS	6.75
CURB CONTAINERS	2,948
CONTAINERS PER LOAD	414
X SEC. PER CONTAINER	75

CURB TRUCKS 7.12

TOTAL REQUIREMENTS (Trucks) 14+4 Spares = 18

Mr. Whitehead went thru the evaluation of Emco System:  
This is based on a metal system & their basic bid was to  
pick the garbage up once a week. But they made the comparison  
purposed, so that they would be picking it up twice a week.

YARDAGE	30
POUNDS PER YARD	<u>600</u>
POUNDS CAPACITY	18,000

ALLEY CONTAINERS	3,180
CONTAINERS PER LOAD	156
X SEC. PER CONTAINERS	<u>X 52</u>
SEC. PER LOAD	8,112

ON RTE. SEC. AVAILABLE 8,112/ 24,720 3.05

TRIPS PER TRUCK	3.05
X CONTAINERS PER LOAD	<u>X 156</u>
CONTAINERS PER TRUCK PER DAY	476
ALLEY TRUCKS	6.68
CURB CONTAINERS	2,948
CONTAINERS PER LOAD	414
X SEC. PER CONTAINER	75
CURB TRUCKS	7.12

TOTAL REQUIREMENTS (Trucks) 14+4 spares = 18

Mr. Whitehead went thru the evaluation of Tradewind Company:

YARDAGE	24
POUNDS PER YARD	700
POUND CAPACITY	16,800

ALLEY CONTAINERS	3,180
CONTAINERS PER LOAD	146
X SEC. PER CONTAINERS	<u>X 42</u>
SEC. PER LOAD	6,132

ON RTE. SEC. AVAILABLE

6,132/24,720

4.03

TRIPS PER TRUCK  
X CONTAINERS PER LOAD  
CONTAINERS PER TRUCK PER DAY

4.03  
X 146  
588

ALLEY TRUCKS  
CURB CONTAINERS  
CONTAINERS PER LOAD  
X SEC. PER CONTAINER  
CURB TRUCKS

5.41  
2,948  
509  
60  
5.79

TOTAL REQUIREMENTS (Trucks)

11+3 spares = 14

Mr. Whitehead said, in summary what his recommendation would be under Heil System, 14 trucks, 11 on route with 3 spares.

The President of Tradewind Industries, said that he had a question on the gross vehicle weight of the trucks. He said that his trucks grossed 36,700 with a load of 15,400 lb. He said that as Mr. Whitehead presented the requirements, he thought that the trucks would be over loaded.

Mr. Whitehead explained that the cab & chassis were specified, but we had to be careful to not overload the truck (based on weight). He said that the basic was 40,000 total lbs. with not more than 44,000 lbs gross weight. He said that on the average, we would not be overloaded with what he has presented in weight.

Another question was raised by another vendor who said that the bid specifications called for a 16,000 lb front axle. He said that if a heavier load was put on that front axle it would be considered a safety problem. He said that with a 21,000 lb rear axle, it would give you a gross vehicle weight of over 37,000 lbs legal in the State of Texas. He suggested that the trucks not go over that limit.

Mr. Whitehead said that he felt that we are correct in our specifications, and again he said that the Staff was asking for minimum specifications. He brought out that that part of our specifications were prepared by our Equipment Supervisor, Bill Brewer, who is familiar with trucks and their standards, etc. If someone is bidding a truck that is not adequate to carry their vehicle, this is what we were asking them to bid us- a minimum size truck to carry their vehicle loaded. Mr. Brewer could address the technical end of this, but he said that he felt that we were safe in the Staff's calculations.

Councilman Rodriguez questioned if we were over loading the truck, what would be the warranty? Are we looking at this?

Mr. Whitehead said that the Staff was definitely looking at that, but he still felt that their calculations were correct. He said that he felt that the figures that he presented on the load on the truck was an average. He said that the employees might not be able to get it exactly each time, but he had presented the average of what the load would be on the truck.

Mayor Hall asked if the trucks would be loaded within the legal limits of the State of Texas?

Mr. Whitehead said that this was right, but that there might be some cases where some of the trucks would be over loaded once in a while.

Mr. Whitehead said that he wanted to present some of the system costs concerning the twice a week collection.

Heil System cost would be:  
Subtotal Capital Cost \$2,124,810  
1st Year Total 2,258,158  
10 Year Total 3,458,290

Tradewind cost would be:  
Subtotal Capitol Cost \$2,176,727  
1st Year Total 2,313,516  
Ten Year Total 3,544,617

Rapid-Rail System would cost:  
Subtotal Capital Cost \$2,269,169  
1st Year Total 2,410,800  
10 Year Total 3,685,479



Athey System cost would be:  
Subtotal Capital Cost \$2,366,280  
1st Year Total 2,570,124  
10 Year Total 4,404,720

Automated System cost would be:  
Subtotal Capital Cost \$2,414,802  
1st Year Total 2,569,995  
10 Year Total 3,966,732

Pak-Mor System cost would be:  
Subtotal Capital Cost \$2,285,442  
1st Year Total 2,644,066  
10 Year Total 5,871,682

EMCO System cost would be: (One variation, which is a metal system)  
Subtotal Capital Cost \$3,000,900  
1st Year Total 3,519,806  
10 Year Total 8,189,960

Mr. Whitehead said that they had asked for a 10 yr. warranty, because he felt that on an average, the containers would last 10 yr. He said that in the other communities that they had checked, there were containers which have lasted 12 yrs.

Mr. Whitehead said that he had not computed any vehicle depreciation in these figures, just container depreciation.

Mr. Whitehead said that after looking at all the options, and part of the analysis of the total cost, was the difference between the number of trucks that it would take. This would take additional personnel, additional truck rental, truck depreciation, additional mileage to the landfill, additional landfill cost. He said that we are paying ourselves a \$1.00 a cubic yard at the landfill. Those factors & those costs have been worked into these ten year totals of the different companies listed above.

Another vendor explained that he had bid on the 3 cubic yard containers which were 600 gallons to be picked up once a week. He said that by using Mr. Whitehead's formula, the figures for his containers were doubled.

Mr. Whitehead said that this was the case, but we would still have to pick up 600 gallon twice a week. They did evaluate picking up the garbage on a once a week basis.

Mayor Hall asked Councilman Fogle (who had made some trips with the Staff) to give his opinion of the systems that they looked at.  
had

Councilman Fogle said that he/made a couple of trips with Staff members as they attempted to evaluate and to establish credibility. He said that the Staff had been rather thorough with their methods and equipment. The City has gone thru a test program, surveyed the citizens, evaluated containers & equipment. He said that most of the equipment has been demonstrated to us. He said that they had made visits to factories and seen their manufacturing process. He said that we have reviewed their research and development procedures, visited their laboratories and viewed the extent of their testing process, have observed their quality control procedures and have made inquiries to their organizational and financial strength of the vendors. He said that we have reserved the right to test the material of those containers and we have provided for performance period of time on the vehicles. So the City has attempted to do everything possible within our own personal knowledge to establish the credibility and provide assurance of quality control to be sure that equipment will be of such quality as to be cost effective. To the best of their ability, the Staff and Council have arrived at a conclusion that if they make their decision today, they should be able to feel that they have done the best job that they can and they can make a decision that they will be able to live with.

Councilman Rodriguez asked if they had investigated any metal containers in order to make a comparison.

Councilman Fogle assured the Council that Bob Whitehead and Chuck Smith were very knowledgeable of the metal containers. He said that his two visits were in connection with polyethylene containers.

Mr. Whitehead said that because of the bids, he took the two bidders who bid plastic and metal and compared the two. The once a week option, with the same basic evaluation, were studied. Still using a four day week, ten hour day, he said that we would be picking up a quarter of the community every time, instead of one half of the community.

Mr. Whitehead said that the garbage would be picked up once a week, instead or twice a week, under this system. The metal container was 3 yard container, or 60 gallon. To make a fair comparison, we had to double the number of plastic containers. Each of the trucks in a plastic system, will still have to pick up 3,000 containers a day, which would then work out to 12,000 containers a week, or twice as many. Once a week pick-up for alley, would take 4.22 trucks.

Then we need 2.85 trucks to pick up curb containers. We would need 4.22 alley trucks and 2.90 curb trucks. We rounded that off to seven trucks with three spares to pick up that system for Pak-Mor (a metal-once a week container).

He said that using the same analysis, they concluded that it would take seven trucks with three spares to pick up the garbage with the Emco system. The garbage would only be picked up once a week. He said that the metal system would be the low cost system over a ten year period. But Mr. Whitehead said that according to the Staff's analysis, we need to maintain the twice a week pick up with the proposed automated system. He said that they had not figured in the re-furbishing of the metal containers in the estimates. He said they had not figured in the additional personnel which would be needed with the metal container system either.

Councilman Bridges asked if they had taken into consideration, the durability of metal versus plastic.

Mr. Whitehead said that metal containers would not be vandalized as much as plastic. But the plastic containers would not damage cars as much when they are hit in the alley.

Mr. Whitehead said that they had not taken into consideration, the present trucks and system. They will be selling them to get as much as possible, as they feel that they can get more than if they were considered in a trade in.

Mr. Whitehead said that due to their analysis, he was recommending the automated plastic twice a week system. He said that the main difference in the cost of operating the system would be the difference in four personnel and the depreciated cost of the four additional trucks.

Most of the vendors said that the present cab & chassis would not hold the new side loader system, because even though they had been converted they would be overloaded.

The metal system is providing more storage in the alley. We feel that it is a health problem, with not picking it up but once a week. If the container is filled up by two or three families, and another container has to be moved into the alley, if it is the larger metal container (it would probably be more than the families could fill up). But with the plastic, another container could be moved in, and it would be more compatible. He also brought up the refurbishing of the containers, because he feels that the metal should be refurbished every three years. The garbage would slide out of the plastic container better, he said.

Councilman Bridges asked if the plastic containers will hold up, being picked up by the side loader system.

Mr. Whitehead said that if they purchase the plastic system, the plastic will stand up under the treatment that it will receive. This is the reason that the material that is in the containers/being tested by a laboratory. He said that the material was manufactured by Phillips Petroleum and it was considered a quality material.

Councilman Hilton questioned the wind blowing over the plastic containers.

Mr. Whitehead said that we had tested two kind of barrels, and the Staff feels that the barrels that have been bid will be satisfactory. He said that the roll out barrels will have problems with the wind, but he did not feel that the others would be given a problem by the wind. But he feels that the alley barrels will be very satisfactory, because they have worked with the manufacturers on them.

Mark Smith, Trade Wind Industries, said that their original bid was for the system that was performed. He said that since the number of trucks required was a significant cost factor, he thought the allocation of the cycle time from one container to the next should be added to Mr. Whitehead's calculations. He said that during the demonstration, the cycle time was 35 seconds and that was not out of the realm of possibility. That is what they bid in their original specifications. He said Mr. Whitehead's change to 42 seconds caused them to add 20 percent more trucks, which added \$142,000 to their bid, and the City also added \$100,000 a year for 10 years to the operating cost. He felt that the consideration of the cycle time was quite significant and he was wondering why they were all allocated the cycle time of 42.

He said that his trucks met the specifications of the Texas State Law concerning weight limit of 20,000 lbs per axle plus 5 percent allowance. He said that loaded, his trucks would have 20,700 on the rear axle and 16,000 on the front axle for a payload of 15,400 lbs which is the legal Texas weight. He thought that most of his constituents would agree that they could all go over the legal limits and cause the distribution to be different. He thought that since they were bidding the City's specifications which called for 16,000 lbs on the front axle, they should have weight distribution as it would be on the rest of the trucks at the legal limit.

Another vendor said that he felt that some of the figures that Mr. Whitehead used in his presentation was very misleading. He has not been able to sit down in front of the City staff and ask why did they do a certain thing to one vendor's piece of equipment when they didn't do the same thing to another vendor's equipment. He thought that some of the vendors were at a disadvantage.

Another vendor expressed his agreement to what had been said and felt that they had all been containerized and would like the opportunity for rebuttal.

Mr. Whitehead said that they had gone thru an analysis and we feel that our responsibility to see that all the bids meet the specification has been met. If any of the vendors want to visit with us after the meeting, we will further try to show them where they all comply - as far as weight. The 2nd thing, once bids are in, the bidding process is over. We analyzed the bids as they were submitted, and that was the final process, as far as they are concerned.

Mr. Whitehead said that based on their analysis, that we continue to maintain our twice a week collection, he feels that the plastic system is the best way to go (even if the Council wants to talk about a once a week system at a later date). Thru the cost factors, some other factors that we have looked at, the total system, containers and trucks and the costs, our recommendation to the Council is basically that we award the system to Heil Systems at that bid of \$2,124,000. The Staff has put a lot of time into this, and this is the best system for the City of Abilene and that is our recommendation to you, he said.

Roy McDaniel, Assistant City Manager, said that the figures were a little bit worse than had been originally anticipated. He said that we did let the vendors bid a trade in allowance, but they feel that they need to reject that part of the bid now. He said that they feel with the sale of the vehicles that we will be taking out of this old system, plus the funds that we have accumulated in our replacement revolving fund, we will be looking at a net cost of the new system of approximately \$1,724,000. You have presently authorized \$1,100,000 in two different budget years, the year that is presently ending and the one that we are about to start. He said that we now estimate that we will be looking at \$624,000 that will have to be budgeted in 1983. We will be paying for this system, as it is delivered and accepted and will actually cover three budget years. This depends on the prices we do get for the old equipment. As far as pay back, our big savings on pay back, our big area for coming to you with the side loader system anyway, was personnel cost. There is also some vehicle savings, but essentially is personnel cost. Once this system is fully implemented, if we follow the plan that has been previously talked about, we would be looking at the system being fully implemented somewhere in the fall of 1983. <sup>Other</sup> By January of 1984, the \$500,000 +, savings should commence. There will be <sup>Other</sup> savings ahead of that, as we phase vehicles & trucks out. But essentially, we are looking at about 4 year pay back.

At this point, there has not been an increase in collection fees, Mr. McDaniel said. Of course, the landfill is different, he said.

Mayor Hall said that he certainly hoped that there were no increases anticipated for the Refuse Collection.

Councilwoman Webster moved that the Council approve a verbal resolution authorizing the Mayor to enter into a contract to purchase a maximum of 14 new side loading refuse vehicles at a cost of \$68,947 per refuse vehicle for a maximum total of \$965,258 and the purchase of 6,000 roll out containers with a capacity of 90 gallon at a cost of \$61.56 per container, 5,200-300 gallon containers at a cost of \$108.66 per container, and 1300-420 gallon containers at a cost of \$173.20 per container for a total container cost of \$1,159,552, resulting in a total purchase for the residential side loading refuse system from The Heil Company of Milwaukee, Wisconsin, in the amount of \$2,124,810. This motion was made at 1:50 p.m. The motion was seconded by Councilman Bridges.

AYES: Councilman Bridges, Councilwoman Proctor, Councilmen Rodriguez, Fogle, Hilton,  
NAYS: Councilwoman Webster & Mayor Hall. None.

Gary Landers, First Assistant City Attorney, explained the item concerning Taylor Electric Cooperative, Inc. and their request to change rates and Proposed Power Adjustment Clause.

Mr. Landers recommended that the Council do the following:

- 1) Suspend the rate increase for 120 days.
- 2) Approve the City's participation in the rural case.
- 3) Pass the Ordinance on first reading setting rates requested.

After discussion, Councilman Hilton moved to do the following concerning the Taylor Electric Cooperative, Inc. and their request to change rates and Proposed Power Adjustment Clause:

- 1) Suspend the rate increase for 120 days; 2) Approve the City's participation in the rural case; and 3) pass the ordinance on first reading setting rates requested.

The motion was seconded by Councilman Fogle. The motion carried as follows:

AYES: Councilman Bridges, Councilwoman Proctor, Councilmen Rodriguez, Fogle, Hilton, Councilwoman Webster & Mayor Hall.  
NAYS: None.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ABILENE, TEXAS, AUTHORIZING THE CITY'S PARTICIPATION IN THE TAYLOR ELECTRIC COOPERATIVE, INC. RURAL RATE CASE AND SUSPENDING THE LOCAL INCREASE.

AN ORDINANCE APPROVING ELECTRIC UTILITY RATE SCHEDULE FOR TAYLOR ELECTRIC COOPERATIVE, INC.; PROVIDING A SEVERABILITY CLAUSE; PROVIDING AN EFFECTIVE DATE.

Mr. Landers also recommended that the City Council do the following concerning the rate case with WTU, suspension of increase and authorization of participation in system wide case.

- 1) Suspend the rate increase for 120 days.
- 2) Approve the City's participation in the setting of the rural rates of West Texas Utilities by the Public Utility Commission.
- 3) Authorize the City Attorney to represent the City of Abilene and other Texas Municipal League cities in this intervention, and to notify West Texas Utilities of the proposed increase suspension.
- 4) Pass the Ordinance on first reading setting rates requested.
- 5) Authorize the hiring of Touche Ross & Associates as rate analyst for the case.

Mr. Cargill said that there would be a Steering Committee meeting in the City of Abilene, Council Room, on September 24, 1982, at 1:30 p.m.

He also said that Don Butler, from Austin would be the lead Council in the case.

Councilman Fogle moved to do the following concerning the WTU

Rate Increase:

- 1) Suspend the rate increase for 120 days.
- 2) Approve the City's participation in the setting of the rural rates of West Texas Utilities by the Public Utility Commission.
- 3) Authorize the City Attorney to represent the City of Abilene and other Texas Municipal League cities in this intervention, and to notify West Texas Utilities of the proposed increase suspension.
- 4) Pass the Ordinance on first reading setting rates requested.
- 5) Authorize the hiring of Touche Ross & Associates as rate analyst for the case.

The motion was seconded by Councilwoman Proctor. The motion carried as follows:

AYES: Councilman Bridges, Councilwoman Proctor, Councilmen Rodriguez, Fogle, Hilton, Councilwoman Webster & Mayor Hall.  
NAYS: None.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ABILENE, TEXAS, AUTHORIZING THE CITY'S PARTICIPATION IN THE WEST TEXAS UTILITIES RURAL RATE CASE, SUSPENDING THE LOCAL INCREASE.

AN ORDINANCE APPROVING ELECTRIC UTILITY RATE SCHEDULES FOR WEST TEXAS UTILITIES COMPANY; PROVIDING A SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

The Council returned from an Executive Session, with the following announcement: that they had negotiated and decided to buy six lots northeast of City Hall.

Councilman Hilton moved to approve the purchase of two lots from Sioux Muffler & Brake Shop for \$80,645, and four lots from ABCO for \$144,355. The motion was seconded by Councilman Bridges. The motion carried as follows:

AYES: Councilman Bridges, Councilwoman Proctor, Councilmen Rodriguez, Fogle, Hilton, Councilwoman Webster & Mayor Hall.  
NAYS: None.

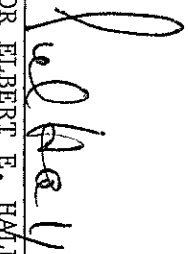
PROPERTY  
PURCHASED-  
NW CORNER  
OF CITY  
HALL  
(6 LOTS)

Councilman Fogle moved to approve a \$42.9 million settlement in the Lone Star Gas Co. rate case. This was approved as recommended by the Texas Municipal League steering committee. They had originally asked for \$90 million additional revenue annually. The tentative agreement, requires Texas Railroad Commission approval. The motion was seconded by Councilman Rodriguez. The motion carried as follows:

AYES: Councilman Bridges, Councilwoman Proctor, Councilmen Rodriguez, Fogle, Hilton, Councilwoman Webster & Mayor Hall.  
NAYS: None.

There being no further business, Mayor Hall adjourned the meeting at 3:00 p.m.

  
CITY SECRETARY

  
MAYOR ELBERT E. HALL