COUNCIL ACTION
EXECUTIVE SUMMARY SHEET
CITY OF SAN DIEGO

DATE: 1/10/2014
ORIGINATING DEPARTMENT: Public Works/General Services
SUBJECT: Fleet Services Reserve Fire Engines Maintenance Report Update
COUNCIL DISTRICT(S): All
CONTACT/PHONE NUMBER: James Nagelvoort/619-533-5100

DESCRIPTIVE SUMMARY OF ITEM:
Updated report to the Public Safety and Livable Neighborhoods Committee regarding Fleet Services maintenance of reserve fire engines.
STAFF RECOMMENDATION:
Accept the report
EXECUTIVE SUMMARY OF ITEM BACKGROUND:

Fire-Rescue maintains at least one front line Type 1 fire engine at each fire station in service with a crew ready for responses with 32 Type 1 fire engines in reserve. Fire-Rescue has 16 additional leased Type 1 engines to augment the reserve fleet that will be returned to the lessor during calendar year 2014 pursuant to the terms of the lease. Fleet intends to acquire additional fire engines to offset the loss of the leased vehicles.

Fire-Rescue also maintains 12 front line fire trucks (fire apparatus with an aerial ladder and specialized equipment) with five in reserve.

The reserve Type 1 engines and trucks are used when repairs or maintenance are needed on front line apparatus or in the event of a major event requiring a surge capacity (i.e. wildfires and other serious incidents) within the City of San Diego. It also allows Fire-Rescue to provide mutual aid to other jurisdictions while retaining full Type 1 availability at all City fire stations.

Fleet Services and Fire-Rescue have mutually agreed to maintain a minimum of the 47 front line Type 1 engines and seven reserve Type 1 engines in a ready status.

While Fleet Services has been able to maintain all 47 frontline Type 1 engines located at the fire stations in a ready status, the number of available ready reserve engines varies on a daily basis, averaging between four and five available engines.

Fleet Services won the fleet maintenance managed competition in October 2011. As a result of the managed competition award, Fleet Services is transitioning to the Most Efficient Government Organization (MEGO) described in the RFP proposal. The managed competition bid proposed reorganizing Fleet Services by eliminating underutilized or inefficient maintenance facilities, creating new job classifications, contracting out non-core functions, and reducing the number of technicians assigned to the light vehicle fleet.

The number of maintenance positions in the MEGO assigned to repair fire apparatus has not changed compared to staffing levels prior to managed competition. Most of the eliminated positions have been for commercial vehicle repair.

Once fully implemented, the Fleet Services MEGO will reduce annual expenditures by approximately $4 million. Although the managed competition savings were reflected in the FY 2013 and FY 2014 budgets, various administrative requirements have delayed full implementation of the personnel and contracting elements of the MEGO.

The MEGO will transfer repair functions for engines and ladder trucks from the Kearny Villa Fire Repair Facility to the Miramar Environmental Services Operations Station. Fleet Services will take advantage of the excess large vehicle maintenance capacity at the Miramar Place facility to dedicate the first shift to Fire-Rescue equipment maintenance and repair operations.

The maintenance shortfall is primarily due to delays associated with protracted meet and confer negotiations with labor organizations, conducting two separate Reductions in Force (RIF), putting support contracts in place, and the former Mayor's decision to place the City's managed competition efforts on hold. In order to accommodate employees displaced by the RIF, Fleet Services is holding positions vacant until the MEGO implementation process is complete. A disproportionate number of vacancies are in the heavy fleet technician positions assigned to the Kearny Villa Fire Repair Facility due to staff retirements and better opportunities with other organizations.

Huron Report

Huron Consulting is conducting a comprehensive review of the City managed competition program. This will provide an in-depth assessment of the Fleet Services MEGO. The final report is due in February 2014.

Update

While the Civil Service Commission denied a RIF related grievance on November 7, 2013, the RIF process is still on hold pending the release of the Huron Report. Fleet continues to implement other key parts of the MEGO. The Division has recruited and filled a total of eleven positions in two MEGO classifications (Master Fleet Technician and Fleet Team Leader). The Repair Parts Outsourcing contract is expect to be finalized in March 2014.

In order to increase reserve engine availability Fleet Services has continued overtime for technicians and established modified alternate work schedules. As a longer term measure, Fleet is carrying one Motive Service Technician position in a supplemental status and has requested that the position be made permanent in the FY 2015 budget.

In addition, five outside as-needed vendor contracts have been established and are being used to maintain reserve engine availability. Fleet has recently started to cycle fire apparatus through the

maintenance facilities made available by the as-needed contracts. An initial group of 15 engines has been sent out for repair, of which ten have been returned to service.

As a result of these measures, availability rates have stabilized and are expected to increase as more engines are returned to service.

FISCAL CONSIDERATIONS: na

EQUAL OPPORTUNITY CONTRACTING INFORMATION (IF APPLICABLE): na

PREVIOUS COUNCIL and/or COMMITTEE ACTION (describe any changes made to the item from what was presented at committee): Initial report presented to PS&NS October 30, 2013.

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS: na

KEY STAKEHOLDERS AND PROJECTED IMPACTS: na

Nagelvoort, James
Originating Department

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Deputy Chief/Chief Operating Officer