

Comments Regarding Fleet Maintenance Issues April 15, 2020 Meeting  
Operations Committee Agenda Item 4 A

Based on the following points it is recommended that action on the Consultant's report be deferred:

- 1) Staff does not fully understand the consultant report methodology or does not understand it sufficiently to explain it. Things like the origin of \$883 starting point for the first year M&R cost remain a mystery. And this figure seems unreasonable.
- 2) The consultant appears unwilling to address specific questions regarding the report, rather they speak in generalities about the report.
- 3) A graphical representation of the report data shows very little change in the Equivalent Annual Cost in outyears. This seems to result in almost arbitrarily selecting a replace year, especially since the equation used depends so heavily on the input or first data point, \$883. This should lead one to question if this is within the margin of error of the analysis.
- 4) Any question regarding significant money to be spent on fleet maintenance should be deferred until after the April 16<sup>th</sup> Special Board Meeting discussion of potential revenue losses and future spending plans.

Recommendation – Based on the above and until additional information becomes available to justify change, the usage and maintenance of vehicles should proceed as is now being accomplished.

Should something happen to a particular vehicle, that costs more than 30% of a replacement vehicle's cost to restore that vehicle's usability, replacement of that single vehicle may be considered by the Board.

I have a detailed vehicle maintenance recommendation for the Board's consideration which can be given personally after the Coronavirus period, but it will take more than 3 minutes to present.

Mike Sampsel