

**Q1 Do you have feedback for consideration when developing the Fleet Special Operating Agency budget? Submit your feedback below. All feedback will be provided to elected officials on the Standing Policy Committee on Innovation and Economic Development during their budget discussions. Submit your feedback by Wednesday, November 27.**

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Budgets should not be cut and taxes should be increased. We need our services.	11/28/2019 5:05 PM

**Submitted to the Golf Services SOA feedback form:** I think that any “savings” from closing Waverley will not have the net result in cost savings. Each Mechanic/Welder saves the City roughly \$90,000 to \$100,000 in costs that will need to be paid to an outside vendor. That would mean the 22 staff at Waverley being lost would actually cost the City over \$2 million more than the operation currently costs. Outside garages are charging between \$140 and \$180 per hour so every hour they spend on a vehicle will cost the City more than our staff can do it for. At Thomas they are backed up with work and they recently sent out a unit for a PM and the cost was \$4000, meanwhile they can do the same unit PM here for \$1500, the unit was charged for a Re-gen but is a gas unit and this was caught. These types of situations will see our vendoring costs skyrocket and no savings realized. We will lose control over the process and the costs and vendors will soak us hoping we don’t catch it. The other factor is adding 11 staff to each Tecumseh and Thomas will not mean each shop will produce that much more due to space issues. I am at Thomas now and every bay is already in use, when I was at Waverley last week the same thing was true there and at 195 they are also jam packed. Adding mechanics to the shops with no new space will not be productive, just adding night shifts already was shown in the data that they are not as productive either. Last night at the committee meeting a councilor asked about the carbon foot print of Fleet. Closing Waverley will increase fuel consumption (carbon footprint) whether it’s driven to Thomas or Tecumseh. Factor in the department staffs time to bring the units over 45 mins each way with a chase vehicle to return them to the south end, then same scenario to pick the unit up and all cost savings will be out the window. Add in towing charges, down time, loss of productivity and the City and Citizens will be further behind. Cutting to make cuts is one thing, cutting to find savings is another and in this situation the City and Citizens will not save by closing Waverley or any other shop. We run a lean operation and in the past couple years have made huge strides in making it more efficient. For some reason I think that has been lost in this exercise. The cost savings proposed will actually be a net increase to Fleet and the City and ultimately the Citizens. I felt I would be remiss if I didn’t point these issues out. I know you have a difficult job and I don’t envy you in all this, but ultimately Fleet won’t save and I hope that gets passed up the chain so they rethink cuts to our already lean operation and look elsewhere to actually save money. We know there are other operations in the City structure that can afford to be trimmed and save money. ours in not one of them.