

~~X~~ A COMPARATIVE ANALYSIS OF THE LEXINGTON-  
FAYETTE URBAN COUNTY POLICE DIVISION'S  
HOME FLEET PROGRAM VERSUS THE ALL POOL PLAN



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**ACQUISITIONS**

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## INTRODUCTION

In the Lexington-Fayette Urban County Division of Police Home Fleet Program, marked police cars are assigned to each officer of Patrol Section, Crime Prevention Unit, Community Relations Unit, and Training Unit.

The officers drive the patrol cars to and from work and use them for personal activities while off duty. The officer is required to have his radio on at all times while in the vehicle in order to be available to respond to calls from the dispatcher. In addition, the off-duty officer is expected to initiate law enforcement activities while driving his take-home car. As a result, the take-home police car program results in additional on-the-street patrol time. This program also gives the Division the flexibility to recall any number of officers to duty in case of emergencies when additional officers and vehicles are needed.

The more traditional arrangement, which is a pool system, consists of a pool of cars which policemen utilize in eight (8) hour shifts. A pool car is likely to be driven twenty-four (24) hours a day, seven (7) days a week. At the end of his shift, the police officer returns his car to a central location in order that another police officer may use it during the following shift.

The Lexington-Fayette Urban County Division of Police Home Fleet Program has now been in existence for four years, and a decision must be made to purchase the first group of vehicles to replenish this program. This report will show the number and cost of vehicles which are now required under both the present Home Fleet Program and under the Pool Plan.

NECESSITY OF NEW VEHICLES

Since the inception of the Home Fleet Program, November of 1972; only 16 new vehicles have been added to the fleet. These additions during 1976 to the fleet do not include vehicles purchased to replace vehicles which have become total losses due to involvement in accidents.

When the Home Fleet Program was initiated, it was conceptualized that 1/3 of the fleet would be replaced every year beginning in 1975 -- two years after the plan was implemented. If this plan had been followed, the home fleet would have been maintained at an optimum operational as well as economic level. The average vehicle would be two and one-half (2-1/2) years old with approximately 50,000 miles on the odometer.

Past studies have proven that after three years and 60,000 to 70,000 miles, a vehicle in police service has passed its optimum operational level and requires more maintenance and repair time than can be allowed for a vehicle in police use. As well, the vehicle may be unsafe to use in many police activities which involve high speed, maneuverability, or other stressful actions.<sup>1</sup> At this point, it is less costly to purchase and maintain a new police vehicle than it is to delay purchase of a new vehicle for one to two additional years while maintaining the older vehicle (see Table 1). By delaying the replacement of the old vehicle for one year, the additional cost incurred is approximately \$787 per vehicle. The total cost, plus maintenance for three years, of a new vehicle purchased in 1977 is \$5,518 versus \$6,305 when the replacement is delayed for one additional year. By delaying the replacement of the old vehicle for two years, the

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<sup>1</sup>Los Angeles County Sheriff's Department Study, August 21, 1975.

additional cost incurred is approximately \$2,045 per vehicle or a total cost of \$7,563 for purchase and maintenance.

As of January, 1977, the Lexington-Fayette Urban County Division of Police has 332 vehicles, 243 of which are home fleet vehicles. Of these 243 vehicles, more than 111 are over four years old, and most will have 70,000 miles or more by June of 1977.

As shown by these statistics, at least 1/3 of the fleet or approximately 97 vehicles should be replaced immediately in order to keep the fleet operating with the capability required to continue the present level of services provided by the Division of Police.

The most recent bid, which was received January of 1977, for replacement police vehicles was \$4,520, which means if all police vehicles that do not meet standards are replaced, the cost would be approximately \$438,440. The estimated maintenance cost over three years for these vehicles would be \$96,806 if purchased in 1977, for a total of \$535,246.

If replacement of these vehicles is delayed for one year, the Lexington-Fayette Urban County Government will only delay disbursement of this amount for twelve months which will mean an additional cost of \$76,339 incurred by the Urban-County Government (see Table 1). This computes to an approximate interest cost of 14.3% based on the total three year cost of 97 vehicles purchased in 1977. If replaced in two years, the additional cost will be approximately \$198,365 which computes to an interest cost of 37.1% based on the total three year cost of 97 vehicles purchased in 1977.

It can readily be seen from these statistics that a delay in replacing the police vehicles, which no longer meet standards, will mean

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greater costs to the Government even after taking into consideration the interest costs incurred by spending that sum of money. A delay will have other repercussions in the area of police services due to lack of vehicles caused by downtime, appearance of vehicles to the general public, officer morale, inability to respond to emergencies which require extra officers and vehicles, number of maintenance personnel required, cost of fuel, as well as many others (to be explained in greater detail later in this report).

If the Home Fleet Program is to be maintained, it is clear that it is an economic necessity to replace a certain number of the more inefficient vehicles during 1977. The only alternative would be to abolish the Home Fleet Program and revert to an all Pool Plan, and if this is done, 141 vehicles will have to be replaced during 1977 (to be explained in greater detail later in this report).

POOL PLAN

The Lexington-Fayette Urban County Division of Police has been operating under the Home Fleet Program for the past four years. For this reason, data concerning costs of an all Pool Plan is not available locally. This data was obtained by using costs from other police departments as the basis for the local estimate. This data was obtained in the form of operating costs expressed in cents per mile (which does not include insurance, depreciation, or overhead). This cost per mile will then be multiplied by the Lexington-Fayette Urban County Division of Police figure of total on-duty miles driven for one year.

Several police departments with all Pool Plans were contacted. Each department reported their total operating costs per mile. Of the departments contacted, Lincoln, Nebraska, Police Department and Los Angeles, California, Sheriff's Department provided data that would seem most comparable for purposes of this report.

The Lincoln, Nebraska, operating cost data included gasoline, oil and other fluids, maintenance, normal replacement and repair. From this data, it was determined that the operating cost for their 400 cubic inch Dodge Monacos was 12 cents per mile.<sup>2</sup> The Los Angeles Sheriff's Department showed an operating cost of 12 cents per mile on 400 cubic inch Plymouth Furies.<sup>3</sup>

If an all Pool Plan were used in Lexington, it is estimated that 166 vehicles would be required (see Table 3). Of this number, 141 vehicles

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<sup>2</sup>Analysis of Costs and Components of the Home Fleet Plan, Lexington-Fayette Urban County Police Department, Curtis-Curtin Home Fleet Study, April 13, 1976.

<sup>3</sup>Los Angeles County Sheriff's Department Study, August 21, 1975.

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would have to be new vehicles purchased the year the Pool Plan would be initiated. The reason this number of new vehicles would be required is because the pool vehicles would be driven approximately 67,000 miles per year or 22,300 miles per year during each shift (three shifts each day). It has been shown that a police vehicle should not be utilized after approximately 60,000 to 70,000 miles of use. To use the vehicle beyond this limit is economically wasteful as well as potentially dangerous to the officer driving the vehicle.<sup>4</sup> Presently, the Lexington-Fayette Urban County Division of Police has approximately 25 vehicles that will have less than 20,000 miles on the odometer by June of 1977, which is the earliest date replacement vehicles could be obtained. If these vehicles were put into pool service, at the end of a twelve month period these vehicles would be at or past their limit of serviceability. Other vehicles presently used by the Division of Police have already accumulated such mileage as would preclude their being used in a Pool Plan. (For complete breakdown by model and year of each vehicle presently used by the Lexington-Fayette Urban County Division of Police, see Table 2.)

If the 141 vehicles required to establish a Pool Plan are purchased, the cost of purchase would be approximately \$647,190. This cost reflects a per unit average cost of \$4,590 which was determined by comparing the cost of 400 cubic inch Chevrolet, Ford, and Plymouth vehicles. This cost was obtained by receiving estimates from local automobile dealers who could furnish the type vehicles which would be required.

These vehicles are more expensive than vehicles which will be required under the Home Fleet Program because under a Pool Plan the vehicles are

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<sup>4</sup>Los Angeles County Sheriff's Department Study, August 21, 1975.



driven twenty-four (24) hours a day, year round. To withstand the constant driving, large engines must be used; smaller engines cannot stand up to twenty-four (24) hour use (see Supplement 1). The larger engines can only be purchased in full sized automobiles, and these vehicles are more expensive than smaller 350 cubic inch engines which can be purchased in smaller intermediate sized vehicles. These smaller vehicles can adequately serve in police use when used in Home Fleet Programs and are not subjected to twenty-four (24) hour use, but cannot hold up to the demands of constant twenty-four (24) hour operation.

In addition to the initial purchase of the vehicles required to convert to an all Pool Plan, it is estimated that operating costs under such a program would be approximately \$667,756 per year. This amount is computed by estimating the total miles driven by Lexington Police Officers while on duty which was approximately 5,260,000 by 12 cents; i.e., the cost per mile of Pool Plan in Lincoln, Nebraska, and Los Angeles Sheriff's Department plus insurance.

If this hypothetical Pool Plan is projected over a three year period, the estimated cost of this plan for three years will be \$3,017,608 (see Table 4 for complete breakdown). During the first year of the hypothetical Pool Plan, the Division would be able to trade-in approximately 290 used vehicles. Local estimates indicate the Division would receive approximately \$270,500 for the used vehicles this first year (see Table 5 for estimated value of the trade-in vehicles). These trade-ins do not include the 25 vehicles with less than 20,000 miles as of June, 1977, which would be retained. Considering a purchase of 141 vehicles at \$4,590, the total cost would be \$647,190. Since the Division would be trading 290 vehicles, valued at a total of \$270,500, the net cost of the new vehicles would be \$376,690 (see Table 4).

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From this table, it can be seen that an average of 142 new vehicles would have to be purchased each year; and when traded, each vehicle would have approximately 50,000 to 70,000 miles on the odometer, which means it would reach its limit of serviceability after one year and would have to be replaced.

Table 4 shows that after considering the net purchase costs and operating costs under this plan for a three year period, the Pool Plan would mean a total cost of \$1,044,446 for the first year; \$916,466 for the second year; and \$1,056,696 for the third year for a total of \$3,017,608 over a three year period.

As has been shown, the estimated total cost of the all Pool Plan over a three year period is \$3,017,608. This amount is not truly indicative of the cost involved in an all Pool Plan. There are other intangible costs which are involved, some of which are: less visibility of law enforcement officers, reduced service to the public, inability to respond to emergencies which require extra officers and vehicles, greater number of maintenance personnel required to keep the fleet operational, deterioration of officer's morale, loss of patrol time due to officers having difficulty locating and picking up vehicles from police facility, etc.

Less Visibility: Under the all Pool Plan, Patrol Section will have approximately 28 vehicles patrolling the urban-county area at any one given time. This is some 13 vehicles less than are available under the Home Fleet Program. This figure was derived from a study of the present Patrol Duty Rosters for a two week period.

The appearance of police cruisers generally promotes the security of the public. It stands to reason that it has the reverse effect on the

criminal element. In a past study,<sup>5</sup> it was found that off-duty patrolmen and patrol commanders were either driving their vehicles or the vehicles were parked away from their residences for a total of 9,936 hours per month. It was further estimated that during the course of a year, off-duty patrol personnel would either be driving their patrol vehicles or they would be parked away from residences for a total of 129,168 hours. This figure represents a survey of 169 vehicles. If this figure is projected for the present number of home fleet vehicles, the total hours would be 185,727. Without the Home Fleet Program, this entire visibility factor would be lost.

Reduced service: Presently, there are 243 vehicles in service on a twenty-four (24) hour basis. Of these, approximately 80 are on-duty units while 160 are off-duty units which are being used by off-duty officers and are available for public services such as motorist assists, traffic enforcement, backup to on-duty units, emergency services, response to local emergencies which require extra officers and vehicles as well as any other services which are required and cannot be adequately performed by on-duty units.

Availability to respond to emergencies: Under the all Pool Plan, this potential is greatly reduced. If additional vehicles and officers are needed to meet local or state emergencies, the Lexington-Fayette Urban County Division of Police will be extremely limited in their ability to respond. In order to supply additional law enforcement in emergency situations, the Division would require vehicles. Additional personnel would always be on call twenty-four (24) hours a day; however, these personnel would not be useful if no additional vehicles were available, and under the all Pool Plan, additional vehicles would not be available.

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<sup>5</sup>Preliminary Twelve Month Study of the Lexington Metropolitan Police Department's Home Fleet Plan, August, 1974.

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Number of maintenance personnel required: Under an all Pool Plan, maintenance personnel will be required on a twenty-four (24) hour basis. Presently, under the Home Fleet Program, maintenance personnel are scheduled on an eight (8) hour per day basis under normal circumstances. If an officer has difficulty with his vehicle, he is able to turn it into the garage for service, and if the required service takes one day or twenty-four (24) hours, (i.e., it would be repaired during an eight (8) hour shift at the garage), the officer will be without a vehicle during one shift. However, if the Division was operating under an all Pool Plan and a vehicle is disabled for a twenty-four (24) hour period, it would mean that not one officer would be without a vehicle, but three. Since the vehicle is used twenty-four (24) hours a day by three 8 hour shifts per day, each twenty-four (24) hours the vehicle is disabled means the Division will have three officers during that period that will not have a vehicle to operate.

In order to reduce this downtime under a Pool Plan, maintenance personnel must be available twenty-four (24) hours a day so that a vehicle can be repaired and put back into service regardless of when it breaks down. To do this will require more garage personnel.

Officers' morale and loss of time due to officers having difficulty locating vehicles for on-duty use: There is no question that officers' morale would deteriorate under an all Pool Plan. Presently, each officer has his own vehicle which the officer maintains; he is responsible for cleaning the vehicle, insuring that the vehicle is in serviceable condition and has full use of the vehicle for personal use; even though while using the vehicle for personal use, the officer is required to be in radio contact with the Division in order that the officer can be called into service if

required. Under an all Pool Plan, officers would have to drive to work in their personal vehicles and would be required to carry all equipment necessary and transfer this equipment to a police vehicle when they begin their shift and afterwards transfer the equipment back to their personal vehicles. Officers normally maintain all reports forms, approximately 31, flashlight, nightstick, safety vest, bullet proof vest, shotgun and case, note pads, as well as many other required items. It is a great convenience for officers to have these required items in a personally maintained vehicle and not one into which they have to transfer this equipment each shift. If an all Pool Plan was instituted, all officers would lose use of personal police vehicles and would be required to use personal vehicles to drive to and from work and to carry necessary police equipment.

If the necessary vehicles were not readily available (i.e., at the police facility), the officers would be required to go to the garage periodically to pick the vehicles up which would mean that during this period of time, the officer would not be on patrol duty; instead he would be in the process of attempting to obtain a vehicle to use during his shift of duty. Past experience has shown that this time can be between 30 to 60 minutes. If approximately 20 officers are on duty during any one eight (8) hour shift and approximately 22 vehicles are at the garage facility (13% which is normal "downtime" percentage) this means three officers will spend a total of three hours each eight (8) hour shift obtaining vehicles to be used in patrol. Computed into dollars at an average of \$5.50 per hour for the average officer, this means the Urban-County Government will pay approximately \$16.50 per shift or \$49.50 per day to officers engaged in locating and obtaining vehicles to use during their patrol time.

HOME FLEET PROGRAM

At the present time, the Lexington-Fayette Urban County Division of Police has a total of 332 vehicles. Of this figure, 243 vehicles are assigned to the Home Fleet Program. A total of 42 vehicles are assigned to a Pool Plan used by the Bureau of Operations as vehicles to supplement the Home Fleet Program and to be used by officers assigned to Criminal Investigations. The remaining 47 vehicles in the fleet are patrol wagons, motorcycles, surveillance vehicles, meter maid vehicles, etc.

Of the 243 vehicles assigned to the Home Fleet Program, 199 are assigned to the Patrol Section of the Bureau of Operations, 5 are assigned to the Chief's Staff, 15 are assigned to the Bureau of Services, 15 are assigned to the Criminal Investigations Section, and 9 are assigned to the Administration Section (see Table 6).

If the Home Fleet Program is to be retained, it is now necessary to replace approximately 1/3 or 97 of the vehicles presently being used. These 97 vehicles are all over four years old and most will have 70,000 miles or more on the odometer as of June of 1977. All have incurred abnormally high maintenance costs over the past twelve month period. It is estimated that this maintenance cost will be over \$1,244 per vehicle during the next twelve months. This maintenance cost already exceeds the value of the vehicles which is placed at approximately \$500 by local automobile dealers. The importance of replacing these vehicles for both safety and economic reasons has been stressed earlier in this report.

It is proposed that these vehicles be replaced with intermediate sized vehicles with the smaller 350 cubic inch engines. Since the home fleet vehicles are not subjected to the rigors of twenty-four (24) hour

a day use, the large engine vehicles are not required. These smaller engined vehicles cost approximately \$70 less per unit than a larger 400 cubic inch engine vehicle; the total cost saving for the 97 vehicles would be \$6,790. However, this is only an incidental savings; the most important savings realized by using the smaller engine vehicles is in the amount of gasoline required to operate them. Our current vehicles with the larger engines obtained 6.6 miles per gallon. The Los Angeles Study found that their large engined Plymouth Furies obtained a very similar 6.7 miles per gallon. Los Angeles Sheriff's Department also has the intermediate sized Chevrolet Nova with 350 cubic inch engines. That department has found that the Novas obtained 9.5 miles per gallon when used in police service under the same conditions that obtained 6.7 miles per gallon in larger engine vehicles.

It is estimated that 5,260,000 miles are presently driven by on-duty police officers of the Lexington-Fayette Urban County Division of Police annually; off-duty miles are not included in this figure. The Urban-County Government pays approximately 44 cents per gallon for fuel used by the Police Division. If larger engine vehicles in a Pool Plan are used, \$387,720 worth of gas will be consumed during a twelve month period during 5,260,000 miles. If the Home Fleet Program is continued and smaller engine vehicles are used, \$305,080 of gas will be required to travel the same twelve month distance of 5,260,000 miles at 5.8 cents per mile. This is a savings of \$73,640 per year in gasoline costs after all of the present large engine vehicles are replaced by intermediate 350 engine vehicles. This total savings would be realized each year after 1980 when all the large engine vehicles in Patrol use are phased out (see Table 7). This does not reflect the off-duty mileage under the Home Fleet Program.

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The cost of purchase of 97 vehicles during 1977 will be approximately \$438,440 which represents a cost of \$4,520 per vehicle. This figure was obtained from a bid received for 1977 Chevrolet Novas which will be purchased to replace police vehicles which have been wrecked during the past twelve months. Table 7 shows an estimate of the exact cost of the Home Fleet Program purchasing 97 vehicles each year for the next three years. Included in this cost is purchase price plus credit for trade-in vehicles, projected maintenance costs as well as costs of gasoline and insurance. Projected operating costs were obtained from the Lexington-Fayette Urban County Division of Police present operating cost of 12 cents per mile.

These maintenance costs may be reduced as smaller vehicles are phased into the fleet since other police departments have found that smaller vehicles used in Home Fleet Programs have been less expensive to maintain than their larger counterparts.

Operating under the present Home Fleet Program, officers provide services at no cost to the Urban-County Government while driving the home fleet vehicles off duty. When an officer gives assistance, takes enforcement action or answers dispatched calls while off duty, he is not compensated for the time spent involved with these activities. To continue to provide the level of service the public has grown accustomed to during the past four years, these services will have to be provided. If the Home Fleet Program is retained, this service will continue to be offered; however, if a Pool Plan is instituted, additional officers and vehicles will be required.



If the time spent by off-duty officers is converted into dollars, it is estimated that the value of these services is approximately \$42,438 per year or \$127,314 over a three year period.

This figure is obtained by taking an average of 381 incidents per month which was found to involve 12,858 minutes. This estimate was arrived after monitoring all such activity during the month of October, 1975. This reported number of incidents would be somewhat understated due to failure of officers to fully report all activity due to forgetfulness, lack of proper reporting memorandums, lack of time, etc.

The Preliminary Twelve Month Study of the Lexington Metropolitan Police Department's Home Fleet Plan published after the first year of the implementation of the Home Fleet Program monitored off-duty activity for one full year, and it was found that October had approximately 340 incidents of off-duty activity, and the yearly average for the entire first year was 425 incidents per month. So it would seem that October would not be a month that would overstate the average number of incidents per month.

Using actual off-duty incidents published in a report by the National Criminal Reference Service studying the Home Fleet Program of Prince George's Police Department in Maryland, it was found that 169 home fleet vehicles, (i.e, the same number of home fleet vehicles as Lexington-Fayette Urban County Division of Police), were involved in 6,084 off-duty incidents. This is an average of 507 incidents per month.

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Using the reported number of off-duty incidents in Lexington for October, 1975, as a monthly average, the total incidents yearly would be 4,572. This number does not seem excessive; if anything, it is understated. At an average of 12,858 minutes per month, which is the actual for October, 1975, the total hours for one year would be 2,572. Using a standard ratio of three hours of preventive patrol to one hour of activity, this would involve 7,716 hours per year, and at an approximate salary of \$5.50 per hour for an average grade patrolman, this represents a savings of \$42,438 per year, or a total of \$127,314 over a three year period.

There are many other benefits realized from the Home Fleet Program. Among these are increased visibility of police officers, increased service to the public, ability to respond to emergencies which require extra officers and vehicles, reduced number of service personnel required, improved officer morale, etc.

Increased visibility: The appearance of police cruisers generally promotes the security of the public. It stands to reason that it has the reverse effect on the criminal element. In a past study,<sup>6</sup> it was found that off-duty patrolmen and patrol commanders were either driving their vehicles or the vehicles were parked away from their residences for a total of 9,936 hours per month. It was further estimated that during the course of a year, off-duty patrol personnel would either be driving their patrol vehicles or they would be parked away from residences for a total of 129,168 hours. This figure represents a survey of 169 vehicles. If this figure is projected for the present number of home fleet vehicles,

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<sup>6</sup>Analysis of Costs and Components of the Home Fleet Plan, Lexington-Fayette Urban County Police Department, Curtis-Curtin Home Fleet Study, April 13, 1976.

the total hours would be 185,727. Without the Home Fleet Program, this entire visibility factor would be lost.

Increased service: The Home Fleet Program has allowed the Division to provide a higher quality of service than was possible under the Pool Plan. Officers are able to respond to calls in a shorter time since they are assured of having vehicles capable of giving eight (8) hours of service generally without vehicle breakdown. The officers report to work in their vehicles and are immediately available for service since they are not required to spend valuable on-duty time attempting to locate vehicles for duty use and transfer required equipment to the vehicle.

And, of course, as has been discussed previously, officers spend a considerable amount of time off duty providing various services to the public with no cost to the Government other than the gasoline required to operate the vehicles.

Ability to respond to emergencies: The Home Fleet Program gives the Division of Police the ability to call a large number of officers and vehicles to duty in a very short period of time whenever the need arises. Without the vehicles provided under the Home Fleet Program, extra officers could be called in; however, they could not be utilized if they did not have vehicles to drive. The Division of Police has had to rely on this capability on at least two important occasions in the past when natural disasters struck the Lexington area.

The first was on April 3, 1974, when tornadoes struck the Central Kentucky area. The Governor termed this as the worst disaster in the history of the Commonwealth. Although Lexington was not struck by the tornadoes, several surrounding towns were struck and some suffered nearly total destruction.

Because of our Home Fleet Program, we were able to provide above normal protection for the citizens of Fayette County as well as assistance to the surrounding cities. Fayette County suffered power failure and any time this happens, we are faced with problems of burglary, robbery, auto larceny, and other crimes. The Division was able to call off-duty officers and within minutes, officers were reporting for duty. The Division was also able to provide services to the surrounding towns that were struck. Following are statistics of activity and services provided to the surrounding towns by officers that were called in on off-duty status:

- \* Thirty-four (34) vehicles and 38 officers dispatched to Frankfort, Kentucky.
- \* One (1) vehicle and 1 officer dispatched to Stamping Ground, Kentucky.
- \* One (1) vehicle and 1 officer dispatched to Richmond, Kentucky.
- \* Two (2) vehicles and 2 officers dispatched on emergency drug relay to Frankfort, Kentucky.
- \* One (1) vehicle and 1 officer dispatched to assist Physician's Exchange and nurses.
- \* One (1) vehicle and 1 officer stationed at airport to relay weather information.
- \* Several vehicles and officers were utilized to transport doctors and escort ambulances to and from Frankfort, Kentucky.

At approximately 7:00 p.m., April 3, 1974, Fayette County was left without electrical power. This blackout continued until 3:00 a.m. After the blackout and before our entire fleet was mobilized, we experienced five incidents consisting of break-ins, damage to business establishments, etc.

Our fleet was completely mobilized by 8:30 p.m., and between this hour and 3:00 a.m., not one incident of this nature was recorded. Again,

the presence of police vehicles had a profound effect on the opportunity to commit a crime without apprehension. During this night, 160 off-duty personnel were activated and 118 off-duty home fleet vehicles.

Without this program, we would not have been able to provide enough protection to Fayette County, and definitely no services to our neighbors. We would have had the personnel, but no vehicles to perform this task.

The second disaster was the recent cold weather and snow the area experienced. Passenger cars and tractor trailers were freezing up while driving, and people was stranded in their vehicles. The Division of Police called many extra officers and vehicles in to patrol major highways to assist these motorists. There were approximately 75 to 100 recorded motorist assists provided. This service was provided without taking other patrol personnel from their assigned duties. The Home Fleet Program made this service available.

Reduced number of service personnel: With the Home Fleet Program, the police facility is generally operated on an eight (8) hour per day basis. If a vehicle incurs a breakdown, the officer turns the vehicle into the facility for repairs, and the repairs are made during the eight (8) hour day, (i.e., between 8 a.m. and 4 p.m.). If the repair takes one day, the Division loses the service of this vehicle for one day. Under a Pool Plan, if a repair took one day, the Division would lose the service of the vehicle for three shifts since the vehicle is used twenty-four (24) hours a day. To compensate for this, garage personnel would have to be scheduled for more than one shift per day;

and to staff the garage more than one eight (8) hour shift per day will mean more service personnel must be hired.

Additionally, it is generally accepted that home fleet vehicles require less maintenance because the officer assigned a vehicle cares for and maintains the vehicle better than officers who drive different vehicles each shift and do not depend on the vehicle for off-duty use.

Improved officer morale: Officers assigned personal vehicles under the Home Fleet Program demonstrate pride in their vehicles by properly maintaining the vehicle mechanically as well as appearance wise. Officers are personally responsible for keeping their vehicles clean. It was found that during the first year of the Home Fleet Program, approximately 7,500 hours were spent in the washing and waxing of home fleet vehicles. Officers spend \$14,826 either washing and waxing the home fleet vehicles themselves or taking the vehicle to a commercial car wash. Under a Pool Plan, vehicles are often not cleaned for long periods of time, usually due to the fact that they cannot be taken out of service long enough to be properly maintained and cleaned. Of course, this reflects on the morale of the officers who must spend eight (8) hours in the vehicle during his tour of duty.

All questionnaires received by this Division, as well as those incorporated into studies of other police departments, have shown that officers feel that the use of the home fleet vehicle is an important asset to the officer and adds substantially to the morale of the officer.

COMPARISON OF POOL PLAN VERSUS HOME FLEET PROGRAM

As has been shown previously in this report, the Division of Police now requires additional police vehicles to replace those that are no longer serviceable due to excessive age, mileage, and maintenance costs. To delay this purchase will not only mean reduced service to the public, increased exposure of potentially dangerous situations for the officers driving the vehicles, as well as greater overall cost to the Urban-County Government (see Table 1).

If a Pool Plan were instituted, approximately 426 vehicles would have to be purchased over a three year period at a cost of \$4,590 each. The total cost of the vehicles after credit for trade-ins is \$376,690. In addition to this cost, the cost of maintenance, gas, and insurance must be added which means the total cost of a Pool Plan for the year 1977 would be \$1,044,446; for the second year \$916,466; and for the third year \$1,056,696 for a three year total of \$3,017,608 (see Table 4).

If the Home Fleet Program is retained, 291 vehicles will have to be purchased over a three year period at a cost of \$4,520 each. The total cost of the vehicles after credit for trade-ins is \$1,169,820; in addition to this cost, the cost of maintenance, gas, and insurance must be added which means the total cost of a Home Fleet Program for the year 1977 would be \$1,105,701; for the second year \$1,025,495; and for the third year \$950,368 for a three year total of \$3,084,564. The gas figure under the Home Fleet Program represents an increased savings each year as more of the larger engine vehicles are replaced with more economical 350 cubic inch vehicles. In addition, a greater mileage figure is used

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to reflect the amount of off-duty mileage that officers will put on the vehicles since the Urban-County Government furnishes gas for off duty as well as on-duty use.

After taking into consideration vehicle costs, maintenance, gas, and insurance, the Home Fleet Program is approximately \$66,956 more expensive than an all Pool Plan over a three year period or \$22,318 per year.

After the savings realized from off-duty activity by officers is included, which was previously computed to be approximately \$127,314 for a three year period, the Home Fleet Program is a total of \$60,358 less expensive than an all Pool Plan over a period of three, and on a yearly basis, \$20,119 less than the Pool Plan.

The Home Fleet Program is very important to Lexington in other aspects such as increased service to the general public, favorable appearance of officers and vehicles to the public, deterrent to crime due to increased visibility as well as many others -- some of which have been discussed previously in this report.

At this time during a period of vast redevelopment of the downtown area, completion of a Civic Center designed to attract additional visitors to Lexington, increase in crime rates nationally, etc., it would not be responsive to the needs of our growing city to cut the fleet and thus the mobility of the Division of Police by more than 50%.

The Home Fleet Program has been successful during the four years since its inception and has bestowed benefits to the citizens of Fayette County as well as the officers involved in the program. Each year deficiencies are found and corrective measures taken; this is continuing to be the case, and the program is becoming more efficient each year. If the necessary vehicles are purchased to keep the fleet at its necessary operational level, the



Division of Police will be provided vehicles necessary to maintain its present level of service to the community.

## SUPPLEMENT 1

### Determining Factors for Utilization of 400 Cubic Inch Engine Pool Plan

The Division of Police contacted many different police departments throughout the country in an effort to determine the most effective/efficient size engine to be used in a Police Pool operation. The following "Sister Cities" of Lexington-Fayette Urban County seem to be indicative of the cities that were contacted reference engine size in their Police Pool vehicles. Raleigh, North Carolina; Greensboro, North Carolina; Fayetteville, North Carolina; Lubbock Texas; and Lincoln, Nebraska, utilize 400 CID engines, or larger, in their Pool vehicles. Their departmental studies have indicated that the 400 CID engine is better suited for Police Pool operation rather than a smaller engine.

The Division also contacted Roanoke, Virginia; Augusta, Georgia; and Bakersfield, California, police departments and found that these departments are presently using 350 CID engines in Pool operations. Two of the three departments indicated that in the future they intend to return to the 400 CID engine due to the maintenance problems encountered with the 350 CID engine in twenty-four (24) hour day Pool operations.

The Division contacted factory representatives of the three major automobile manufacturers to obtain information concerning Police Pool vehicles. In discussions with these factory representatives, the 440 and 460 Police Package engines were recommended for Pool use, but considering the increased cost of the 440 and 460 Police Package over the 400 CID engine, it was their opinion that the 400 CID engine would be more appropriately suited for Pool use in our particular situation as compared to the 350 or the 440 and 460 CID engines.

TABLE 1

New Vehicles Purchased In...

	1 9 7 7	1 9 7 8	1 9 7 9
1 9 7 7	Purchase \$4,520 1st. year Maintenance \$125	4th. year Maintenance \$922	4th. year Maintenance \$922
1 9 7 8	2nd. year Maintenance \$376	Purchase \$4,882 1st. year Maintenance \$125	*5th. year Maintenance \$1,244
1 9 7 9	3rd. year Maintenance \$497	2nd. year Maintenance \$376	Purchase \$5,272 1st. year Maintenance \$125
Total Maintenance & Purchase Cost Over 3 Year Period	\$5,518	\$6,305	\$7,563

Purchase price increased 8% each year over base year of 1977 when bid of \$4,520 was received. This is an average price increase per year for this type vehicle.

Maintenance is described as normal maintenance which is vehicle repair, replacement parts, batteries, tires, etc. (Fuel, oil or fluids are not included.)

\* Since the Lexington-Fayette Urban County Division of Police has no 5 year old vehicles, the fifth year maintenance figure had to be computed by taking the average maintenance increase over 4 years and projected to a fifth year.

TABLE 2

<u>Number</u>	<u>Type</u>
1. P-001	73 Plymouth
2. P-002	73 Plymouth
3. P-003	73 Plymouth
4. P-004	73 Plymouth
5. P-005	73 Plymouth
6. P-006	73 Plymouth
7. P-007	73 Plymouth
8. P-008	73 Plymouth
9. P-009	73 Plymouth
10. P-010	76 Plymouth
11. P-011	73 Plymouth
12. P-012	74 Chevrolet Wagon
13. P-013	73 Plymouth
14. P-014	75 Chevrolet Wagon
15. P-015	73 I.H.
16. P-016	73 I.H.
17. P-017	73 Plymouth
18. P-018	73 Plymouth
19. P-019	73 Plymouth
20. P-020	73 Plymouth
21. P-021	73 Plymouth
22. P-022	73 Plymouth
23. P-023	73 Plymouth
24. P-024	73 Plymouth
25. P-025	73 Ford
26. P-026	73 Plymouth
27. P-027	74 Chevrolet Wagon
28. P-028	75 Chevrolet Wagon
29. P-029	73 Plymouth
30. P-030	73 Ford
31. P-031	73 Ford
32. P-032	73 Ford
33. P-033	73 Ford
34. P-034	73 Ford
35. P-035	73 Ford
36. P-036	73 Plymouth
37. P-037	73 Ford
38. P-038	73 Ford
39. P-039	73 Ford
40. P-040	73 Ford
41. P-041	73 Ford
42. P-042	73 Ford
43. P-043	73 Ford
44. P-044	73 Ford
45. P-045	73 Ford
46. P-046	73 Ford
47. P-047	73 Ford

	<u>Number</u>	<u>Type</u>
48.	P-048	73 Ford
49.	P-049	73 Ford
50.	P-050	73 Ford
51.	P-051	73 Ford
52.	P-052	73 Ford
53.	P-053	73 Ford
54.	P-054	73 Ford
55.	P-055	73 Ford
56.	P-056	73 Ford
57.	P-057	73 Ford
58.	P-058	73 Ford
59.	P-059	76 Plymouth
60.	P-060	73 Ford
61.	P-061	73 Ford
62.	P-062	73 Ford
63.	P-063	73 Ford
64.	P-064	73 Ford
65.	P-065	73 Ford
66.	P-066	73 Ford
67.	P-067	73 Ford
68.	P-068	73 Ford
69.	P-069	73 Ford
70.	P-070	73 Ford
71.	P-071	73 Ford
72.	P-072	73 Ford
73.	P-073	73 Ford
74.	P-074	73 Ford
75.	P-075	73 Ford
76.	P-076	73 Ford
77.	P-077	73 Ford
78.	P-078	73 Ford
79.	P-080	73 Ford
80.	P-081	73 Ford
81.	P-082	73 Ford
82.	P-083	73 Ford
83.	P-084	76 Plymouth
84.	P-085	73 Ford
85.	P-086	73 Ford
86.	P-087	73 Ford
87.	P-088	73 Ford
88.	P-089	73 Ford
89.	P-090	73 Ford
90.	P-091	73 Ford
91.	P-092	73 Ford
92.	P-093	73 Ford
93.	P-094	73 Ford
94.	P-095	73 Ford
95.	P-096	73 Ford
96.	P-097	73 Ford
97.	P-098	73 Ford
98.	P-099	73 Ford

	<u>Number</u>	<u>Type</u>
99.	P-100	73 Ford
100.	P-101	73 Ford
101.	P-102	73 Ford
102.	P-103	73 Ford
103.	P-104	73 Ford
104.	P-105	73 Ford
105.	P-106	73 Ford
106.	P-107	73 Ford
107.	P-108	73 Ford
108.	P-109	73 Ford
109.	P-110	73 Ford
110.	P-111	73 Ford
111.	P-112	73 Ford
112.	P-113	73 Ford
113.	P-114	73 Ford
114.	P-115	73 Ford
115.	P-116	73 Ford
116.	P-117	73 Ford
117.	P-118	73 Ford
118.	P-119	73 Ford
119.	P-120	73 Ford
120.	P-121	76 Plymouth
121.	P-122	73 Ford
122.	P-123	73 Ford
123.	P-124	76 Plymouth
124.	P-125	73 Ford
125.	P-126	73 Ford
126.	P-127	73 Ford
127.	P-128	73 Ford
128.	P-129	73 Ford
129.	P-130	73 Ford
130.	P-131	73 Ford
131.	P-132	73 Ford
132.	P-133	76 Plymouth
133.	P-134	73 Ford
134.	P-135	73 Ford
135.	P-136	73 Ford
136.	P-137	73 Ford
137.	P-138	73 Ford
138.	P-139	73 Ford
139.	P-140	73 Ford
140.	P-141	73 Ford
141.	P-142	73 Ford
142.	P-143	73 Ford
143.	P-144	73 Ford
144.	P-145	73 Ford
145.	P-146	73 Ford
146.	P-147	73 Ford
147.	P-148	73 Ford
148.	P-149	73 Ford
149.	P-150	73 Ford
150.	P-151	73 Ford

<u>Number</u>	<u>Type</u>
151.	P-152 73 Ford
152.	P-153 73 Ford
153.	P-154 73 Ford
154.	P-155 73 Ford
155.	P-156 73 Ford
156.	P-157 73 Ford
157.	P-158 73 Ford
158.	P-159 73 Ford
159.	P-160 73 Ford
160.	P-161 73 Ford
161.	P-162 73 Ford
162.	P-163 73 Ford
163.	P-164 73 Ford
164.	P-165 73 Ford
165.	P-166 73 Ford
166.	P-167 73 Ford
167.	P-168 73 Ford
168.	P-169 73 Ford
169.	P-170 73 Ford
170.	P-171 73 Ford
171.	P-172 73 Ford
172.	P-173 76 Plymouth
173.	P-174 76 Plymouth
174.	P-175 73 Ford
175.	P-176 73 Ford
176.	P-177 73 Ford
177.	P-178 73 Ford
178.	P-179 73 Ford
179.	P-180 73 Ford
180.	P-181 73 Ford
181.	P-182 73 Ford
182.	P-183 73 Ford
183.	P-184 73 Ford
184.	P-185 73 Ford
185.	P-186 73 Ford
186.	P-187 73 Ford
187.	P-188 73 Ford
188.	P-189 73 Ford
189.	P-190 73 Ford
190.	P-191 73 Ford
191.	P-192 73 Ford
192.	P-193 73 Ford
193.	P-194 73 Ford
194.	P-195 73 Ford
195.	P-196 71 Dodge
196.	P-197 73 Plymouth
197.	P-198 73 Plymouth
198.	P-199 73 Plymouth
199.	P-200 73 Ford
200.	P-201 73 Plymouth
201.	P-202 73 Ford

	<u>Number</u>	<u>Type</u>
202.	P-203	73 Plymouth
203.	P-204	73 Plymouth
204.	P-205	71 Ford
205.	P-206	73 Plymouth
206.	P-207	69 Ford
207.	P-208	70 Dodge
208.	P-209	71 Dodge
209.	P-211	73 Ford
210.	P-212	73 I.H.
211.	P-213	72 Plymouth
212.	P-214	73 Ford
213.	P-215	73 Ford
214.	P-216	73 Ford
215.	P-217	73 Ford
216.	P-218	73 Ford
217.	P-219	73 Ford
218.	P-220	73 Ford
219.	P-221	73 Ford
220.	P-222	73 Ford
221.	P-223	73 Ford
222.	P-224	73 Ford
223.	P-225	73 Ford
224.	P-226	73 Ford
225.	P-227	73 Ford
226.	P-228	73 Ford
227.	P-229	73 Ford
228.	P-230	73 Ford Pickup
229.	P-231	73 Ford
230.	P-232	73 Ford
231.	P-233	73 Ford
232.	P-234	73 Ford
233.	P-235	73 Ford
234.	P-236	73 Ford
235.	P-237	73 Ford
236.	P-238	73 Ford
237.	P-239	73 Ford
238.	P-240	73 Ford
239.	P-241	73 Ford
240.	P-242	73 Ford
241.	P-243	73 Ford
242.	P-244	73 Ford
243.	P-245	73 Ford
244.	P-246	73 Ford
245.	P-247	73 Ford
246.	P-248	73 Ford
247.	P-249	73 Ford
248.	P-250	71 Ford
249.	P-251	73 Ford
250.	P-252	73 Ford
251.	P-253	73 Ford
252.	P-254	73 Ford
253.	P-255	73 Ford



<u>Number</u>	<u>Type</u>
254.	P-256 73 Ford
255.	P-257 73 Ford
256.	P-258 73 GMC
257.	P-260 Motorcycle
258.	P-261 76 Plymouth
259.	P-262 76 Plymouth
260.	P-263 Motorcycle
261.	P-264 76 Plymouth
262.	P-265 76 Plymouth
263.	P-266 Motorcycle
264.	P-267 76 Plymouth
265.	P-268 Motorcycle
266.	P-269 Motorcycle
267.	P-270 76 Plymouth
268.	P-271 76 Plymouth
269.	P-272 76 Plymouth
270.	P-273 Motorcycle
271.	P-274 76 Plymouth
272.	P-275 Motorcycle
273.	P-276 76 Plymouth
274.	P-277 Error
275.	P-278 Motorcycle
276.	P-279 76 Plymouth
277.	P-280 Motorcycle
278.	P-281 Motorcycle
279.	P-282 Motorcycle
280.	P-283 Motorcycle
281.	P-284 76 Plymouth
282.	P-285 76 Plymouth
283.	P-286 Motorcycle
284.	P-287 Motorcycle
285.	P-288 Motorcycle
286.	P-289 Motorcycle
287.	P-290 Cushman
288.	P-291 Cushman
289.	P-293 Cushman
290.	P-294 68 Ford
291.	P-295 68 Plymouth
292.	P-296 67 Plymouth
293.	P-297 69 Plymouth
294.	P-298 67 Chevrolet
295.	P-299 69 Chevrolet
296.	P-300 73 Chevrolet Wrecker
297.	P-301 74 Ford
298.	P-302 74 Ford
299.	P-303 74 Ford
300.	P-304 74 Ford
301.	P-305 74 Ford
302.	P-306 74 Ford
303.	P-307 74 Ford
304.	P-308 74 Ford

<u>Number</u>	<u>Type</u>
305.	P-309 74 Ford
306.	P-310 74 Ford
307.	P-311 74 Ford
308.	P-312 74 Ford
309.	P-313 75 Chevrolet
310.	P-314 75 Chevrolet
311.	P-315 75 Chevrolet
312.	P-316 75 Chevrolet
313.	P-317 75 Chevrolet
314.	P-318 75 Chevrolet (salvaged)
315.	P-319 75 Chevrolet
316.	P-320 75 Chevrolet
317.	P-321 75 Chevrolet
318.	P-322 75 Chevrolet
319.	P-323 75 Chevrolet
320.	P-324 Error
321.	P-325 75 Chevrolet Van
322.	P-326 76 Ford
323.	P-327 76 Plymouth
324.	P-328 76 Plymouth
325.	P-329 76 Plymouth
326.	P-330 68 Cadillac
327.	P-331 67 Dodge
328.	P-332 64 Buick
329.	P-333 76 Plymouth
330.	P-334 76 Plymouth
331.	P-335 76 Plymouth
332.	P-336 76 Plymouth
333.	P-337 76 Plymouth
334.	P-338 76 Plymouth
335.	P-339 76 Plymouth
336.	P-340 76 Plymouth
337.	P-341 76 Plymouth
338.	P-342 76 Plymouth
339.	P-343 68 Ford
340.	P-344 76 Vega
341.	P-345 76 Vega
342.	P-346 Error
343.	P-347 76 GMC (Bomb)
344.	P-348 76 Chevrolet Van
345.	P-349 Error

TABLE 3

Requirements for All Pool Fleet  
for Division of Police

<u>Chief's Staff</u>		<u>Bureau of Services</u>	
Chief of Police	1	Staff	1
Special Projects Officer	1	Central Records	1
Inspectors' Office	2	Communications	1
Planning	<u>1</u>	Training	2
TOTAL	5	Logistics	1
		Community Relations	<u>3</u>
		TOTAL	7

<u>Bureau of Operations</u> (Patrol)		<u>Bureau of Operations</u> (Criminal Investigation)	
Staff	1	Staff	1
Patrol	7	General Assignment	21
Sector 1)		Auto Theft	21
Sector 2)		Special Investigations	4
Sector 3)	50	Juvenile	5
Sector 4)		Checks	5
TOTAL	<u>58</u>	Identification	<u>3</u>
		TOTAL	41

<u>Bureau of Operations</u> (Administration)	
Staff	1
Crime Prevention	3
Community Services	1
Accident Investigation	<u>2</u>
TOTAL	7

TOTAL VEHICLES NEEDED

Open Pool	119	Keep (less than 25,000	166
20% Relief	<u>19</u>	miles)	<u>25</u>
	<u>28</u>		

NEED 166

PURCHASE 141

TABLE 4

Cost of All Pool Plan  
With 400 Cubic Inch Engine Vehicles

	1977	1978	1979	3 Year Total
Vehicle Purchase <sup>1</sup>	\$ 647,190 (141 vehs.)	\$ 546,210 (119 vehs.)	\$ 761,940 (166 vehs.)	\$1,955,340
Vehicle Sale <sup>2</sup>	270,500 (290 HF vehs.)	297,500 (119 vehs.)	373,000 (166 vehs.)	941,000
NET PURCHASE COST	376,690	248,710	388,940	1,014,340
Maintenance Cost <sup>3</sup> (at 4.8¢ mile)	252,480	252,480	252,480	757,440
Gasoline (at 7.2¢ mile)	387,720	387,720	387,720	1,163,160
Insurance (at \$166.00 each)	27,556	27,556	27,556	82,668
Mileage On Duty - 5,260,000				
TOTAL OPERATING COST	667,756	667,756	667,756	2,003,268
OVERALL TOTAL COST	\$1,044,446	\$ 916,466	\$1,056,696	\$3,017,608

<sup>1</sup>In 1977, 141 vehicles are required (\$4,590 each); 25 home fleet vehicles are retained for a total of 166 pool vehicles. In 1978, 119 vehicles are required (\$4,590 each); 47 pool vehicles are retained because of low mileage due to non-twenty-four hour use for a total of 166 pool vehicles. In 1979, 166 vehicles are required (\$4,590 each).

<sup>2</sup>The resale value of 199 home fleet vehicles to be traded in 1977 is detailed on Table 5. The resale value of the one year vehicles in 1978 is estimated at \$2,500 each, and 47 of the vehicles would have been retained from 1978 and are two years old and valued at \$1,500 each.

<sup>3</sup>This figure was calculated from two sources: 1) Total estimated on-duty miles of Lexington-Fayette Urban County Division of Police; 2) Operating cost per mile of 12¢ obtained from Division of Police and Lincoln, Nebraska, Police Department. Of this amount, 7.2¢ is for gasoline and 4.8¢ is for maintenance.

NOTE: Calculations have not been adjusted for inflation or cost increases in future years. No adjustments have been made for expansion of personnel in Division of Police.

TABLE 5

Value of Vehicles to be Trade-Ins  
During 1977 under All Pool Plan

	Number of Vehicles	Value per Vehicle	Total Value
1973 Plymouths (full size)	26	\$ 500	\$ 13,000
1973 Fords (full size)	199	500	99,500
1974 Fords (Torinos)	12	1,500	18,000
1975 Chevrolets (Chevelles)	10	2,200	22,000
1976 Plymouths (full size)	35	2,800	98,000
1973/1975 H.D. Motorcycle	8	2,500	20,000
TOTAL	290		\$ 270,500

TABLE 6

Total Distribution of Home Fleet/Pool Vehicles  
Within Division of Police

(97 Cars Needed to Update Home Fleet Program)

Home Fleet Vehicles	243	
Pool Vehicles	42	(73 Plymouths; 73 and 74 Fords)
Miscellaneous Vehicles	47	(Wagons, motorcycles, surveillance)
 TOTAL (home fleet)	 332	 (Salvage - 11)

	<u>Chief's Staff</u>		<u>Bureau of Services</u>	
		(% H.F.)		(% H.F.)
Chief of Police	1	.41	Staff	2 .83
Special Projects Office	1	.41	Central Records	2 .83
Inspectors' Office	3	1.24	Communications	1 .41
Planning (pool)	<u>2</u>	<u>4.88</u>	Training	4 1.65
			Logistics	1 .41
TOTAL (home fleet)	5	2.07	Community Relations	<u>5 2.07</u>
			TOTAL (home fleet)	15 6.20

Bureau of Operations

	<u>Patrol</u>		<u>Criminal Investigation</u>	
		(% H.F.)		(% H.F.)
Staff	2	.83	Staff	1 .41
Patrol (pool)	7	16.67	Gen. Assignment	6 2.48
Sector 1	56	23.44	Gen. Assignment (pool)	18 42.86
Sector 2	56	23.44	Auto Theft	1 .41
Sector 3	57	23.55	Auto Theft (pool)	3 7.14
Sector 4	<u>28</u>	<u>11.57</u>	Special Invest.	2 .83
			Special Invest. (pool)	4 9.52
TOTAL (home fleet)	199	82.23	Juvenile	1 .41
(pool)	7		Juvenile (pool)	4 9.52
			Checks (pool)	2 4.76
			Identification	2 .83
			Identification (pool)	2 4.76
			TOTAL (home fleet)	13 5.37
			(pool)	33 78.57
	<u>Administration</u>		<u>Bureau of Operations</u>	
		(% H.F.)		(% H.F.)
Staff	1	.41	TOTAL (home fleet)	220 90.91
Crime Prevention	4	1.65	(pool)	40 95.24
Community Services	1	.41		
Accident Investigation	<u>2</u>	<u>.83</u>		
TOTAL	8	3.31		

TABLE 7

Cost of Home Fleet Program  
With 350 Cubic Inch Engine Intermediate Size Vehicles

	1977	1978	1979	3 Year Total
Vehicle Purchase <sup>1</sup>	\$ 438,440 (97 vehs.)	\$ 438,440 (97 vehs.)	\$ 438,440 (97 vehs.)	\$1,315,320
Vehicle Sale <sup>2</sup>	48,500 (97 vehs.)	48,500 (97 vehs.)	48,500 (97 vehs.)	145,500
<b>NET PURCHASE COST</b>	<b>389,940</b>	<b>389,940</b>	<b>389,940</b>	<b>1,169,820</b>
Maintenance Cost <sup>3</sup> (at 4.8¢ and 2.3¢ mile)	244,730	193,316	143,366	581,412
Gasoline (at 7.2¢ and 5.8¢ mile)	415,425	386,633	361,456	1,163,514
Insurance (at \$166.00 each) Mileage On Duty - 5,260,000 Mileage Off Duty - 972,000	56,606	56,606	56,606	169,818
<b>TOTAL OPERATING COST</b>	<b>716,761</b>	<b>636,555</b>	<b>561,428</b>	<b>1,914,744</b>
<b>OVERALL TOTAL COST</b>	<b>\$1,106,701</b>	<b>\$1,026,495</b>	<b>\$ 951,368</b>	<b>\$3,084,564</b>

<sup>1</sup> While there are now 341 vehicles in the fleet, exactly 1/3 will not be replaced each year because some of the vehicles in the fleet will be phased out with no replacement, some are confiscated vehicles, and some such as "paddy wagons" must be replaced each year.

<sup>2</sup> The resale of each trade-in vehicle is estimated at \$500 each. This figure was obtained from local car dealers. Each vehicle when traded will be over four years old and will have approximately 60,000 to 70,000 miles.

<sup>3</sup> This figure was calculated from two sources: 1) Total estimated on-duty miles of Division of Police plus additional percentage of that mileage which was driven by home fleet vehicles to allow for off-duty mileage of the 243 home fleet vehicles; 2) Operating cost per mile of 12¢ per mile obtained from Division of Police and Lincoln, Nebraska, Police Department; 7.2¢ of this amount is for gasoline and 4.8¢ is for maintenance. This figure is reduced each year because each year more of the smaller engine vehicles replace the current large engine vehicles, and gasoline for smaller engines is calculated at 5.8¢ per mile versus 7.2¢ per mile for the larger engines. Maintenance costs are calculated at 2.3¢ per mile versus 4.8¢ per mile for the larger engines. These figures were obtained from the Los Angeles, California, Sheriff's Department.

NOTE: Calculations have not been adjusted for inflation or cost increases in future years. No adjustments have been made for expansion of personnel in the Division of Police.

**END**