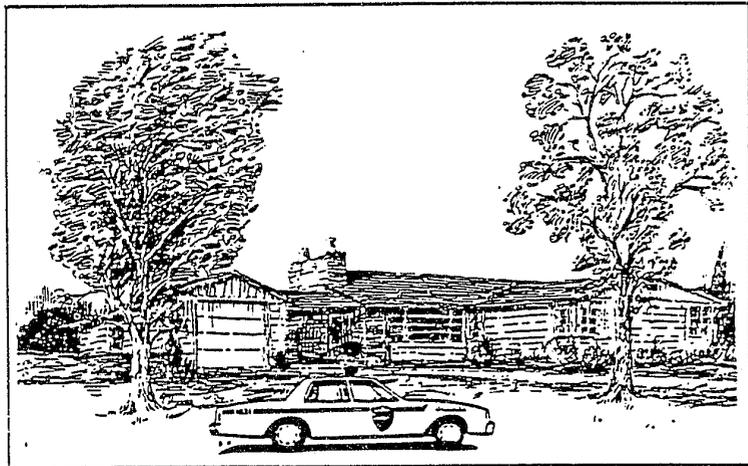




C.O.P.P.

COMMUNITY ORIENTED POLICE PATROL



NEWPORT NEWS POLICE DEPARTMENT
PATROL DIVISION

Darrel W. Stephens, Chief

AUGUST 1984

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National Institute of Justice

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COMMUNITY ORIENTED POLICE PATROL

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I. INTRODUCTION AND BACKGROUND

During the late 1960's and early 1970's police agencies across the nation were faced with a great number of problems ranging from basic service delivery to internal management issues. As a result, considerable effort has been put forth at trying to understand some of these problems and developing programs that will help address them. One such program that came from these efforts allows police officers to take their patrol vehicles home. This program was first initiated in Indianapolis, Indiana in the late sixties. The primary purpose of the program at that time was to increase the level of police visibility in response to rising crime rates. Since that time the concept has been implemented in police agencies across the nation including six large cities and counties in the State of Virginia. In addition to increasing the presence of the police, the programs have contributed a number of positive benefits to police agencies and their communities. It is these beliefs that have motivated the department to propose a similar program for the City of Newport News. The Newport News Police Department recognizes it's responsibility to make every effort to improve the methods through which police service is provided. It is very clear over the past couple of years the department is willing and able to develop and implement programs aimed at fulfilling that responsibility. It is believed a changeover from a predominately fleet pool vehicle program to a predominately take home patrol fleet will further enhance the ability of the department to provide

efficient and effective service.

The department is calling this effort a **Community Oriented Police Patrol (COPP) Program** because of the focus on providing marked police vehicles to officers residing within the city limits. By the end of the five year implementation of the plan the visibility of the department will be greatly enhanced and result in a higher sense of security.

A. Visibility

The Community Oriented Police Patrol fleet places the majority of marked police vehicles in the residential neighborhoods of the city rather than at two locations at opposite ends of the city. In those neighborhoods where officers live and the routes to and from their residence it is hoped the presence of these additional marked police vehicles will act as a deterrent to both the desire and opportunity of those intent on committing crimes. In a recent police study by the County of Arlington, Virginia it was determined that in the areas where an assigned marked police unit was parked at the officer's home, a close correlation between the presence of the unit and the reported burglaries within the proximity of where the vehicle was parked was established. It was hypothesized that other crimes would be similarly deterred. A Community Oriented Police Patrol Program mobilizes off duty

vehicles and personnel primarily in residential neighborhoods whenever they are used. In addition, merchants similarly benefit from the program by off duty personnel conducting business in marked police vehicles in and around the establishments at which they are conducting business.

Much has been written about the impact of a marked police patrol unit on reported crime and citizen satisfaction. Until a study was conducted by the Kansas City Missouri Police Department in the early 1970's there was no empirical evidence establishing any type of relationship. While this well known study essentially concluded in routine patrol operations the marked unit in random patrol during non-committed time had no significant impact on reported crime, it continues to be the most misunderstood study of police operations. Needless to say, at the time a police unit is present it has an impact on both the general citizenry and those about to commit a crime. The COPP program will increase that impact because of the increased number of units while fully recognizing the inability of the police to attain that level of sustained saturation necessary to prevent that element of society which possesses a great desire to live a life of crime.

B. Enhanced Service

Increased mobile visibility places a responsibility upon off

duty personnel, operating Community Oriented Police Patrol vehicles, to react positively to certain matters requiring police intervention. This intervention would come in the form of taking action when these types of incidents are observed, responding to emergency calls for service when in the immediate vicinity, and in providing backup assistance to units when needed. The extent of involvement obviously is determined by the nature of the incident and the availability and timely response of on duty units to provide the needed assistance. Programs implemented in other cities has shown the off duty unit has reduced the need to use on duty personnel as backup and/or primary responding unit. Some examples are:

The City of Jacksonville, Florida determined in 1977 that a total of 53,150 calls (or 11%) were handled by off duty officers. This approximated the number of calls that jurisdiction handled in one month. Of those calls, 14,381 concerned citizens who required traffic related assistance from off duty officers. A total of 259 drunk drivers were processed and 525 accidents with injury were responded to.

Prince George County, Maryland indicates that in 1979 of a total of 283,547 calls for police service 33,116 (or 11%) were handled by off duty officers. In that year the departmental average for sworn officers was 555.

Both jurisdictions indicate that many of the calls handled were of a life saving nature and the success of their

endeavors was directly related to the off duty officers proximity to the call.

As part of the quid pro quo for the program in other cities officer's did not receive compensation for handling many of these activities. Each jurisdiction receiving attention for the study provided no compensation until the off duty officer's involvement exceeded two hours. In the City of Jacksonville, Florida work was performed that would have cost \$104,838.38. This was based on the conservative estimate that each off duty officer spent only fifteen minutes on each activity. In another example Portsmouth, Virginia, with a total of 205 sworn officers (1982), estimated a savings of \$53,000 in salaries with no fringe benefits attached.

In addition to the enhanced service capabilities described above there are times when rapid mobilization of personnel is necessary. Depending on the circumstances, the range of mobilization may vary from calling out a single officer for a specialized task to the mass gathering of personnel for policing a large scale situation. Experience in Henrico County has shown that when personnel have the availability of a Community Oriented Police Patrol vehicle, response times are much lower. Moreover, they are much more effective because radio equipment provides responding officers with an ongoing

update of the status of the call out and the response could be better controlled.

C. Reduced Maintenance Costs

A Community Oriented Police Patrol Program should impact favorably upon "down" time for both officers and vehicles. Current practices require most vehicle maintenance to be performed while personnel are on duty. This includes servicing of vehicles with gas and oil, equipment changeovers, minor repairs, and cleaning. Associated with performing these functions is the necessity to leave assigned areas within a duty tour. Moreover, when a vehicle is removed from service for such matters as routine preventive maintenance and/or major repair work, that vehicle is lost for road service until its return. The impact of this places strain on those vehicles remaining in service by requiring more than normal use within each 24 hour period that a vehicle under repair is out of service. The Community Oriented Police Patrol Program drastically reduces the negative impact of these practices because each is handled when the officer is off duty. Once the Community Oriented Police Patrol Program is fully implemented officers with personally assigned vehicles would use fleet vehicles when their own vehicle requires extended maintenance. Also, pool vehicles and Community Oriented Police Patrol vehicles needing emergency repairs would

necessitate taking an officer off the street for vehicle repairs. The obvious benefit is more road availability for on duty personnel by freeing them from maintenance requirements and by leaving them in their assigned areas for longer periods of time. Also, the strain on the pooled fleet is reduced; hence a more efficient operation is attained. The City of Portsmouth, for example, estimated an 18.2% increase in availability by virtue of the personal vehicle program.

D. Improved Care

The general appearance and mechanical condition of individually assigned vehicles is expected to improve. Officers taking personal pride in their vehicles has been the basis for lost reductions in other locations. Heretofore, less than responsible attitudes toward vehicle condition was the rule rather than the exception and those abusing them were difficult to identify. Under a Community Oriented Police Patrol Program irresponsible persons will be readily identified and training efforts can be directed to correct their deficiencies. Most officers, upon realization that a Community Oriented Police Patrol vehicle is their "personal office" and with the understanding that the condition of their vehicle is a personification of their own sense of pride, will put forth the extra effort that does not now exist. Close scrutiny by supervisory personnel will

help reinforce the need for proper vehicle care.

By using the same rationale, traffic crashes involving police vehicles are also expected to decrease. Prince George County, Maryland realized a 23% reduction in crashes and Portsmouth, Virginia realized a similar percentage of reduction in costs associated with police crashes. The Hampton Police Department reports they have not "totaled" any vehicles since adopting the program. Prior to the take home program it was not unusual to have several vehicles a year that were involved in accidents and damaged beyond repair. These departments studies show similar reductions on a nationwide basis in cities with the program.

E. Officer Satisfaction

There are other aspects of the Community Oriented Police Patrol Program that are mutually beneficial to both the police department and the individual officer. In the area of recruitment, the promise of a personally assigned vehicle (upon completion of the minimum time requirement) can become a valuable selling point since other agencies in the area already have the program. With all other things being equal, the success of recruitment efforts would be significantly enhanced by a Community Oriented Police Patrol vehicle. More available on duty time and additional service by off duty

personnel have already been projected. This fact, coupled with the recruitment enhancing philosophy inherent in a Community Oriented Police Patrol Program will allow the police department to be more selective in the hiring of prospective applicants, in that the career minded officer would be attracted to the City of Newport News.

Individual appreciation for the Community Oriented Police Patrol vehicle program is expected to serve as a positive factor toward improving job satisfaction within the police department. The perception of the Community Oriented Police Patrol Program as an individual benefit should result in a higher quality and quantity of work performed.

A basic requirement for participating in the program is the officer must live within the city limits. It is recognized that excluding those living outside of the city may have a negative effect on job satisfaction among those not issued vehicles. Current projections indicate about 25% of the officers eligible for the program over the next three years will not live in the city limits for various reasons (see Appendix A). Some of this is a conscious decision to exclude themselves from the program for reasons that are apparently more important than the program. For others, the decision not to live in Newport News was made several years ago and

relocation costs make a move impractical. The combination of these groups is still much smaller than those eligible for the program and it is believed the positive aspects of the program greatly outweigh any negative impacts on those not eligible because of the residence requirement. An inquiry with the City Attorney has indicated that he believes it is a valid policy to restrict vehicle assignments to those officers living within the city. Moreover, the program may be a positive incentive to encourage officers in the future to locate their permanent residence within the limits of Newport News thereby reducing the percentage of officers outside of the City over time.

The Newport News Police Department believes the implementation of the COPP program will further contribute to the overall goal of providing efficient and effective police service to the community. The following sections of this proposal will address the COPP plan in greater detail to include costs associated with both plans, policies and procedures, and questions one would expect to arise in considering the program.

II. AN EXAMINATION OF THE TWO TYPES OF PROGRAMS

A. Current Fleet Operations

In order to draw conclusions on the feasibility of going to a take home vehicle program it was necessary to examine the current practice of using a vehicle pool to meet the transportation needs of the patrol function. The Patrol Division vehicle pool consists of 55 units, excluding special purpose equipment such as the tactical unit van and motorcycles. These vehicles are generally used by more than one person and replaced at intervals of two to three years depending on mileage, operational costs and overall condition. They usually have accumulated around 100,000 miles by the time they are replaced.

The cost of the pool patrol fleet is estimated at \$.34 per mile based on driving 1.6 million miles a year. This figure was calculated by using purchase price, depreciation, maintenance, and operational costs. This averages out to be about \$9,760.00 per vehicle a year. Using these basic figures, increasing the pool fleet to 60 vehicles, and using a 7% rate of inflation over the next five years, by 1989 a fleet vehicle will cost \$.45 for each mile of operation, or \$12,800.00 per vehicle, per year.

In order to maintain the current pool program over the next

five years, the costs have been estimated to be \$4,760,000.00, which includes the purchase of 115 vehicles over that period of time.

B. Fleet vs. Take Home

The following comparison is based on the present operating fleet of pool vehicles and the proposed Community Oriented Police Patrol Program. A cost analysis has been done on the current fleet program and the proposed Community Oriented Police Patrol Program. Costs related to fuel, repair and maintenance, vehicle depreciation, and equipment replacement and acquisition have been determined for both programs.

During FY84/85 it was determined that the present fleet of 57 vehicles would accumulate a total of 1,600,000 miles at a cost of \$.34 per mile. Annual total cost for the fleet would be \$804,526.00. Per vehicle, operational costs are \$9,666.67 yearly. In contrast, it was determined that the proposed Community Oriented Police Patrol Program fleet of 74 vehicles would accumulate 1,644,000 miles at a projected per mile cost of \$.33. Annual total cost for the Community Oriented Police Patrol Program fleet would be \$853,888.00 with an increase in fleet size of 30 percent, an increase in mileage of 4 percent, and an increase in cost of only 7 percent, or \$49,362.00. Per vehicle operational costs for the Community Oriented Police

Patrol Program are projected at \$7,375.68 annually, which is 31 percent lower in cost per vehicle per year. (See Figure 2.1 and 2.2).

*During FY 84/85 it was determined that a pool fleet of 60 vehicles would accumulate a total of 1,699,000 miles at a projected cost of \$.36 per mile.¹ Annual total costs were computed \$885,418. Operational costs per vehicle would be \$10,327.17 annually. The Community Oriented Police Patrol Program fleet of 90 vehicles is expected to accumulate 1,956,500 miles during FY85/86 at a projected per mile cost \$.34. The annual total cost for the Community Oriented Police Patrol Program would be \$952,553. Vehicle operational costs for the COPP would be \$7,330.00 annually. This is a decrease of \$2,997.11 per vehicle which represents 41 percent decrease in cost per vehicle per year. (See Figures 2.3 and 2.4).

During FY86/87 it was determined the pool fleet of 60 vehicles would accumulate a total of 1,699,000 miles at a cost of \$.39 per mile. Annual total cost for the fleet is projected to be \$953,495. Operations costs per vehicle are \$11,151.67 yearly. In contrast, it was determined that the proposed COPP fleet of

1. Fleet increased to 60 vehicles for projected department expansion

Community Oriented Police Patrol

First Year

	Vehicles	Miles	Total Miles	Cost per mile	Cost	
Pool Patrol	33	26,000	858,000	\$0.35	\$300,300.00	
Pool Supervisors	7	28,000	196,000	\$0.35	68,600.00	
Take Home Patrol	22	20,000	440,000	\$0.29	127,600.00	
Take Home K-9	5	20,000	100,000	\$0.29	29,000.00	
Take Home Staff	7	10,000	70,000	\$0.29	20,300.00	
Total	74	104,000	1,664,000	\$0.33	\$545,800.00	Oper.
					248,400.00	Veh.
					59,688.00	Equip.
Pool Vehicles	40					
Take Home	34					
					\$853,888.00	Total
Per vehicle operational cost = \$7,375.00						

Present Pool Operation

Patrol	38	33,000	1,254,000	\$0.35	\$438,900.00	
Supervisors	7	28,000	196,000	\$0.35	68,600.00	
Staff	7	10,000	70,000	\$0.29	20,300.00	
K-9	5	16,000	80,000	\$0.29	23,300.00	
Total	57	87,000	1,600,000	\$0.34	\$551,000.00	Oper.
					248,400.00	Veh.
					5,126.00	Equip.
Per vehicle cost = \$9,666.67						
					\$804,526.00	

Facts and Formulas First Year

Total miles COPP	1,664,000
Total miles Pool Plan	1,600,000
Mileage Increase	<u>64,000</u>
Percentage of Increase	4%
Fleet Size COPP	74
Fleet Size Pool	57
Fleet Size Increase	<u>17</u>
Percentage of Increase	30%
Total Cost COPP	\$853,888.00
Total Cost Pool Fleet	804,526.00
Cost Increase	<u>49,362.00</u>
Percentage of Increase	6%
Per Veh. Cost Pool	\$9,666.67
Per Veh. Cost COPP	7,375.68
Cost Decrease Per Vehicle	<u>2,290.99</u>
Percentage of Decrease Per Vehicle	31%

97 vehicles would accumulate 1,990,000 miles at the projected per mile cost of \$.36. Annual total cost for the COPP fleet would be \$1,030,669 with an increase in fleet size of 62 percent, an increase in mileage of 17 percent and an increase in cost of only 8 percent or \$77,174. Single unit operational costs for COPP are projected at \$7,318.68 annually or a decrease of \$3,833.11 per vehicle, a 52 percent decrease in cost per vehicle. (See Figures 2.5 and 2.6).

In the FY87/88 it was determined that the pool fleet of 60 vehicles would accumulate a total of 1,699,000 miles at a cost of \$0.42 per mile. Annual total cost for the fleet would be \$1,022,883. Per vehicle operational costs are \$11,976.17 yearly. In contrast, it was determined the COPP fleet of 105 vehicles would accumulate 2,023,500 miles at a projected cost of \$0.37 per mile. Annual total cost for the COPP fleet would be \$1,085,455 with an increase in fleet size of 75 percent, an increase in mileage of 19 percent and an increase in cost of only 6 percent or \$62,572. Single unit operational costs for COPP are projected at \$7,212.43 annually or a decrease of \$4,763.00 per vehicle, a 66 percent decrease in per vehicle cost. (See Figures 2.7 and 2.8).

During FY88/89 it was determined that the pool fleet of 60 vehicles would accumulate a total of 1,699,000 miles at a cost

of \$0.45 per mile. Annual total cost for the fleet would be \$1,093,651. Per vehicle operational costs are \$12,800.67 yearly. In contrast, the COPP fleet of 114 vehicles would accumulate 2,070,000 miles at the projected per mile cost of \$0.39. Annual total cost for a COPP fleet would be \$1,154,832 with an increase in fleet size of 90 percent, an increase in mileage of 22 percent and an increase in cost of only 6 percent or \$61,181. Single unit operations costs for COPP are projected at \$7,081.58 annually, an 81 percent decrease in cost per vehicle per year.

Figure 2.3

Community Oriented Police Patrol

Second Year

	Vehicles	Miles	Total Miles	Cost per mile	Cost	
Pool Patrol	29	28,500	826,500	\$0.37	\$305,805.00	
Pool Supervisors	3	20,000	60,000	\$0.37	22,200.00	
Pool Staff	1	10,000	10,000	\$0.31	3,100.00	
Take Home Supervisors	14	20,000	280,000	\$0.31	86,800.00	
Take Home Patrol	30	20,000	600,000	\$0.31	186,000.00	
Take Home K-9	5	20,000	100,000	\$0.31	31,000.00	
Take Home Staff	8	10,000	80,000	\$0.31	24,800.00	
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Total	90	128,500	1,956,500	\$0.34	\$659,705.00	Oper.
					242,676.00	Veh.
					50,172.00	Equip.
Pool Vehicles	33					
Take Home	57				\$952,553.00	Total
<hr/>						
Per vehicle operational cost = \$7,330.06						

Present Pool Operation

Patrol	41	33,000	1,353,000	\$0.37	\$500,610.00	
Supervisors	7	28,000	196,000	\$0.37	72,520.00	
Staff	7	10,000	70,000	\$0.31	21,700.00	
K-9	5	16,000	80,000	\$0.31	24,800.00	
<hr/>						
Total	60	87,000	1,699,000	\$0.36	\$619,630.00	Oper.
					265,788.00	Veh.
					0.00	Equip.
<hr/>						
Per vehicle cost = \$10,327.17						
<hr/>						
						\$885,418.00 Total

Facts and Formulas Second Year

Total miles COPP	1,956,500
Total miles Pool Plan	1,699,000
	<hr/>
Mileage Increase	257,500
	<hr/>
Percentage of Increase	15%
Fleet Size COPP	90
Fleet Size Pool	60
	<hr/>
Fleet Size Increase	30
	<hr/>
Percentage of Increase	50%
Total Cost COPP	\$952,553.00
Total Cost Pool Fleet	885,418.00
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Cost Increase	67,135.00
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Percentage of Increase	8%
Per Veh. Cost Pool	\$10,327.17
Per Veh. Cost COPP	7,330.06
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Cost Decrease Per Vehicle	2,997.11
	<hr/>
Percentage of Decrease Per Vehicle	41%

Figure 2.5

Community Oriented Police Patrol

Third Year

	Vehicles	Miles	Total Miles	Cost per mile	Cost	
Pool Patrol	28	25,000	700,000	\$0.40	\$280,000.00	
Pool Supervisors	3	20,000	60,000	\$0.40	24,000.00	
Pool Staff	1	10,000	10,000	\$0.33	3,300.00	
Take Home Supervisors	14	20,000	280,000	\$0.33	92,400.00	
Take Home Patrol	38	20,000	760,000	\$0.33	250,800.00	
Take Home K-9	5	20,000	100,000	\$0.33	33,000.00	
Take Home Staff	8	10,000	80,000	\$0.33	26,400.00	
Total	97	125,000	1,990,000	\$0.36	\$709,900.00	Oper.
					272,030.00	Veh.
					48,739.00	Equip.
Pool Vehicles	32					
Take Home	65					
					\$1,030,669.00	Total
Per vehicle operational cost = \$7,318.56						

Present Pool Operation

Patrol	41	33,000	1,353,000	\$0.40	\$541,210.00	
Supervisors	7	28,000	196,000	\$0.40	78,400.00	
Staff	7	10,000	70,000	\$0.33	23,100.00	
K-9	5	16,000	80,000	\$0.33	26,400.00	
Total	60	87,000	1,699,000	\$0.39	\$669,100.00	Oper.
					284,395.00	Veh.
					0.00	Equip.
Per vehicle cost = \$11,151.67						
					\$953,495.00	Total

Facts and Formulas Third Year

Total miles COPP	1,990,000
Total miles Pool Plan	1,699,000
	<hr/>
Mileage Increase	291,000
	<hr/>
Percentage of Increase	17%
	<hr/>
Fleet Size COPP	97
Fleet Size Pool	60
	<hr/>
Fleet Size Increase	37
	<hr/>
Percentage of Increase	62%
	<hr/>
Total Cost COPP	\$1,030,669.00
Total Cost Pool Fleet	953,495.00
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Cost Increase	77,174.00
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Percentage of Increase	8%
	<hr/>
Per Veh. Cost Pool	\$11,151.67
Per Veh. Cost COPP	7,318.56
	<hr/>
Cost Decrease Per Vehicle	3,833.11
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Percentage of Decrease Per Vehicle	52%

Community Oriented Police Patrol

Fourth Year

	Vehicles	Miles	Total Miles	Cost per mile	Cost	
Pool Patrol	27	20,500	553,500	\$0.43	\$238,005.00	
Pool Supervisors	3	20,000	60,000	\$0.43	25,800.00	
Pool Staff	1	10,000	10,000	\$0.35	3,500.00	
Take Home Supervisors	14	20,000	280,000	\$0.35	98,000.00	
Take Home Patrol	47	20,000	940,000	\$0.35	329,000.00	
Take Home K-9	5	20,000	100,000	\$0.35	35,000.00	
Take Home Staff	8	10,000	80,000	\$0.35	28,000.00	
<hr/>						
Total	105	120,500	2,023,500	\$0.37	\$757,305.00	Oper.
					291,082.00	Veh.
					37,068.00	Equip.
Pool Vehicles	31					
Take Home	74				\$1,085,455.00	Total
<hr/>						
Per vehicle operational cost = \$7,212.43						

Present Pool Operation

Patrol	41	33,000	1,353,000	\$0.43	\$581,790.00	
Supervisors	7	28,000	196,000	\$0.43	84,280.00	
Staff	7	10,000	70,000	\$0.35	24,500.00	
K-9	5	16,000	80,000	\$0.35	28,000.00	
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Total	60	87,000	1,699,000	\$0.42	\$718,570.00	Oper.
					304,313.00	Veh.
					0.00	Equip.
<hr/>						
Per vehicle cost = \$11,976.17						
<hr/>						
						\$1,022,883.00 Total

Facts and Formulas Fourth Year

Total miles COPP	2,023,500
Total miles Pool Plan	1,699,000
	<hr/>
Mileage Increase	324,500
	<hr/>
Percentage of Increase	19%
Fleet Size COPP	105
Fleet Size Pool	60
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Fleet Size Increase	45
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Percentage of Increase	75%
Total Cost COPP	\$1,085,455.00
Total Cost Pool Fleet	\$1,022,883.00
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Cost Increase	62,572.00
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Percentage of Increase	6%
Per Veh. Cost Pool	\$11,976.17
Per Veh. Cost COPP	7,212.43
	<hr/>
Cost Decrease Per Vehicle	4,763.74
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Percentage of Decrease Per Vehicle	66%

Community Oriented Police Patrol

Fifth Year

	Vehicles	Miles	Total Miles	Cost per mile	Cost	
Pool Patrol	24	15,000	360,000	\$0.46	\$165,600.00	
Pool Supervisors	3	20,000	60,000	\$0.46	27,600.00	
Pool Staff	1	10,000	10,000	\$0.37	3,700.00	
Take Home Supervisors	14	20,000	280,000	\$0.37	103,600.00	
Take Home Patrol	59	20,000	1,180,000	\$0.37	436,600.00	
Take Home K-9	5	20,000	100,000	\$0.37	37,000.00	
Take Home Staff	8	10,000	80,000	\$0.37	29,600.00	
<hr/>						
Total	114	115,000	2,070,000	\$0.39	\$803,700.00	Oper.
					311,454.00	Veh.
					39,678.00	Equip.
Pool Vehicles	28					
Take Home	86					
					\$1,154,832.00	Total
Per vehicle operational cost = \$7,081.58						

Present Pool Operation

Patrol	41	33,000	1,353,000	\$0.46	\$622,380.00	
Supervisors	7	28,000	196,000	\$0.46	90,160.00	
Staff	7	10,000	70,000	\$0.37	25,900.00	
K-9	5	16,000	80,000	\$0.37	29,600.00	
<hr/>						
Total	60	87,000	1,699,000	\$0.45	\$768,040.00	Oper.
					325,611.00	Veh.
					0.00	Equip.
Per vehicle cost = \$12,800.67						
<hr/>						
					\$1,093,651.00	Total

Facts and Formulas Fifth Year

Total miles COPP	2,070,000
Total miles Pool Plan	1,699,000
	<hr/>
Mileage Increase	371,000
	<hr/>
Percentage of Increase	22%
Fleet Size COPP	114
Fleet Size Pool	60
	<hr/>
Fleet Size Increase	54
	<hr/>
Percentage of Increase	90%
Total Cost COPP	\$1,154,832.00
Total Cost Pool Fleet	\$1,093,651.00
	<hr/>
Cost Increase	61,181.00
	<hr/>
Percentage of Increase	6%
Per Veh. Cost Pool	\$12,800.67
Per Veh. Cost COPP	7,081.58
	<hr/>
Cost Decrease Per Vehicle	5,719.09
	<hr/>
Percentage of Decrease Per Vehicle	81%

As shown in Figure 2.11 the total projected cost of the COPP plan is expected to be \$5,077,397 as compared to the pool plan at \$4,759,973 over the five year period of implementation. This is a difference of \$317,424 over the five years or a budgetary impact of approximately \$65,000 a year over current expenditures for patrol transportation costs. This is obviously not a significant budgetary impact when one considers the potential benefits of the program previously discussed and the potential opportunity to increase productivity both on and off duty.

An examination of the following graphs will more clearly show the comparisons between continuation of the predominately pool operation as opposed to the COPP program. Figure 2.12, for example, clearly indicates the COPP program is more costly on an annual basis than the pool operation. The key question here is whether or not the additional costs are worth the expected benefits. It is believed they are by those in policing. Figure 2.13 also indicates higher operational costs. The primary reason for the higher operational costs comes from a greater number of miles being driven annually as indicated in Figure 2.14. However, the cost operating each vehicle declines significantly as indicated in Figure 2.15.

The comparison of the two programs suggests the benefits of

the additional cost of COPP are worth the investment. The actual description of the proposed program follows in Section III.

Total Cost Comparison
Over Five Year Period

C. O. P. P. Program Total Cost	\$5,077,397.00
Pool Program Total Cost	4,759,973.00
	<hr/>
Increase in Total Cost	\$371,424.00
	<hr/>
Percentage of Increase	7%
	<hr/>
C. O. P. P. Program Oper. Cost	\$3,476,410.00
Pool Program Oper. Cost	3,326,340.00
	<hr/>
Difference in Oper. Cost	\$150,070.00
	<hr/>
Percentage of Cost Increase	5%

TOTAL COST COMPARISON

PRESENT OPERATION TO C.O.P.P. PROGRAM

AMT

1200000

1100000

1000000

900000

800000

700000

600000

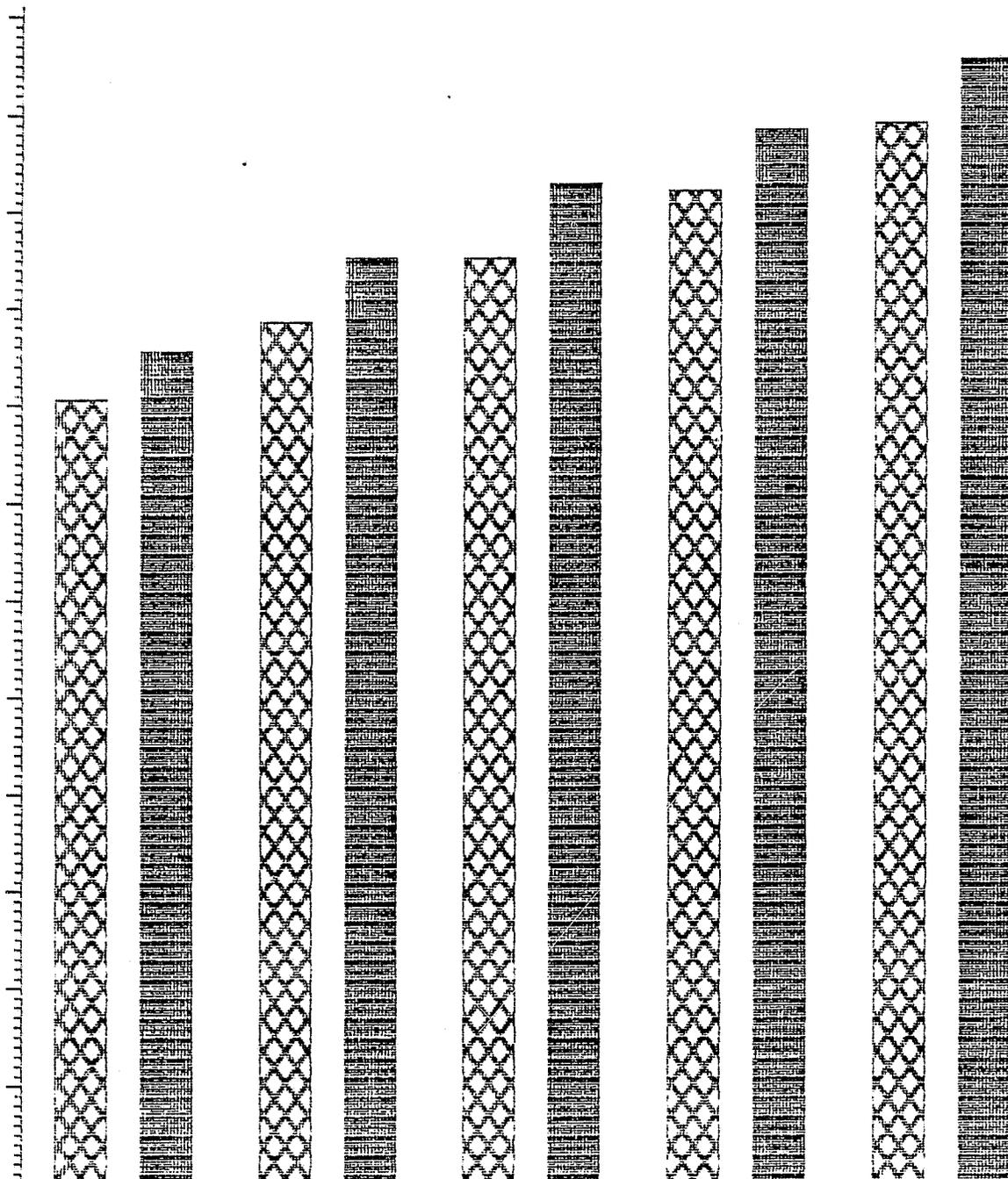
500000

400000

300000

200000

100000



POOL TAKE

FY84/85

POOL TAKE

FY85/86

POOL TAKE

FY86/87

POOL TAKE

FY87/88

POOL TAKE

FY88/89

TYPE

FY

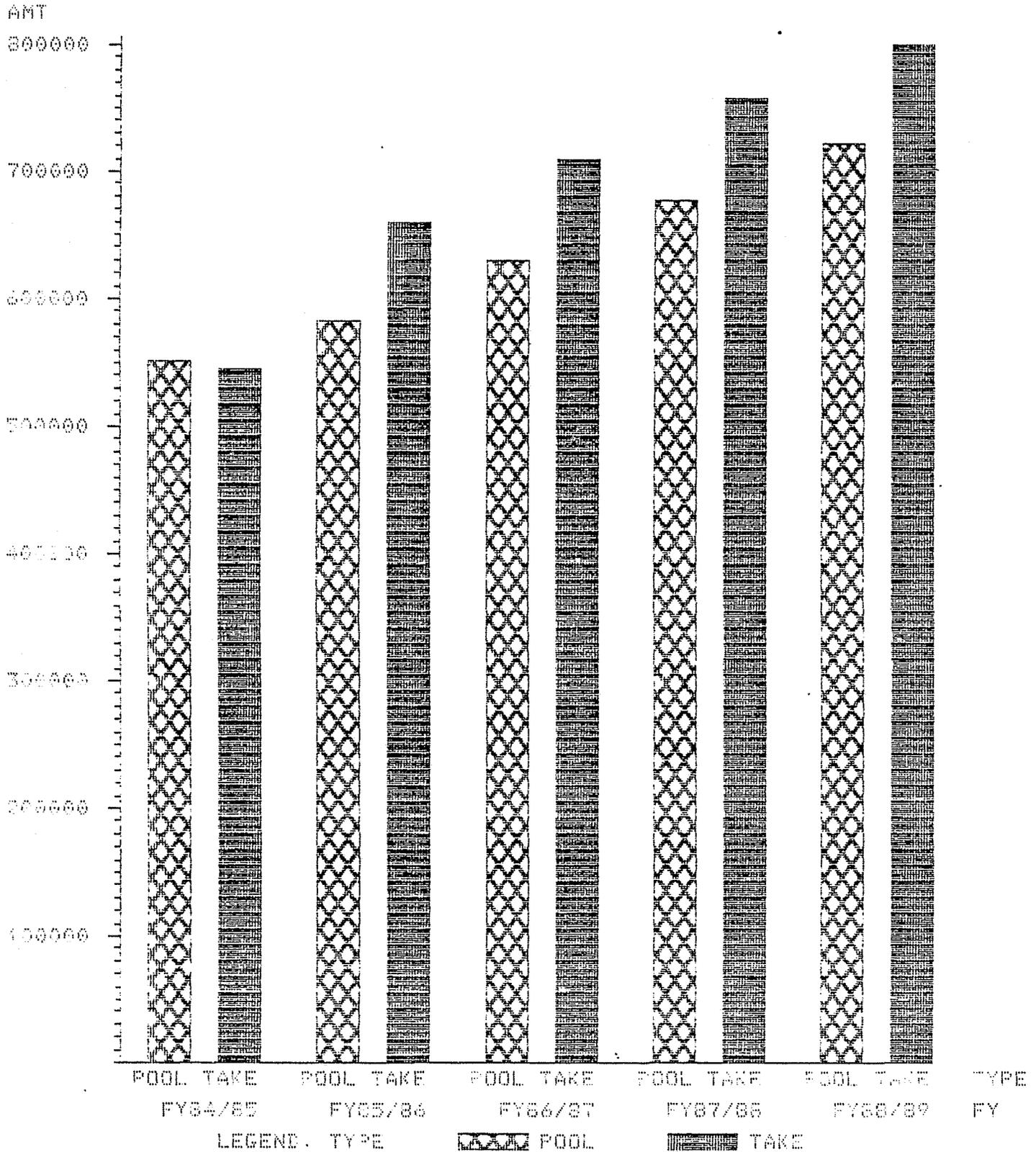
LEGEND: TYPE

POOL

TAKE

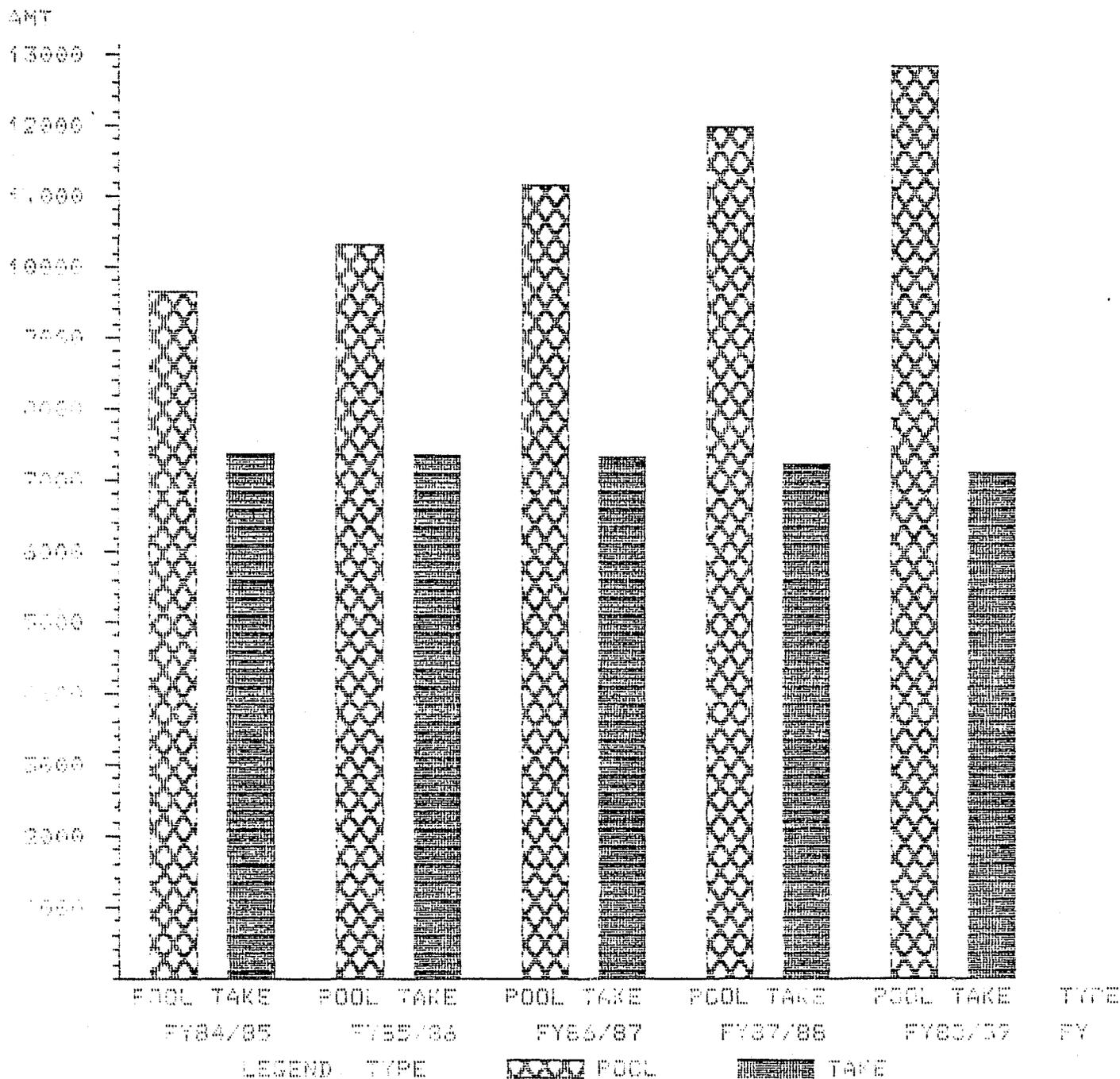
OPERATIONAL COST COMPARISON

PRESENT OPERATION TO C.O.P.P. PROGRAM



COST OF OPERATION PER VEHICLE COMPARISON

PRESENT OPERATION TO C.O.P.P. PROGRAM



III. THE COPP PROGRAM IMPLEMENTATION

A. Program Overview

After examining the advantages and disadvantages of the pool fleet system as opposed to the take home concept and the corresponding costs, the department believes the take home plan offers some significant advantages. Actually the program being proposed is a combination of a pool and take home plan. Because of some of the self imposed restrictions for eligibility for participation it will be necessary to operate a pool of 28 vehicles when the plan is fully implemented in fiscal year 1988/89. For an officer to be eligible to participate in the program the following conditions must be met:

1. Be assigned to the Patrol Division.
2. Reside within the jurisdictional boundaries of the City of Newport News.
3. Have completed two continuous years of employment with the department.
4. Have a good performance and driving record.

These restrictions will exclude a number of officers and make

it necessary to maintain the vehicle pool.

In order to minimize the immediate fund outlay and to provide for a smooth transition with implementation the COPP plan has been phased over the next five fiscal years. Figure 3.1 shows the conversion to full implementation over this period. The first year of the program requires that a fleet of 40 pool vehicles be maintained. In addition to eleven vehicles currently being taken home eight vehicles from the present fleet would be converted to COPP use, augmented by 33 newly purchased vehicles. With the replacement of only four vehicles and the addition of two vehicles (an additional Deputy Chief and an additional K-9 unit) a total of 34 COPP vehicles would be phased in during the first year. First year operational costs for a fleet of 74 vehicles is projected to be \$545,000 or \$.33 per mile based on 1,664,000 miles of operation. Per vehicle operational costs are projected to be \$7,375.00 per year. Total first year costs including operation, vehicles and equipment are projected to be \$853,888.00.

During the second year, the needs for a motor pool would be reduced to 33 vehicles. An additional 21 vehicles would be purchased thus providing 23 more COPP vehicles including six converted pool vehicles and four replacement vehicles for a total of 57 COPP vehicles. Second year operational costs for

a fleet of 90 vehicles is projected to be \$659,705 or \$.34 per mile based on 1,956,500 miles of operation. Per vehicle operational costs are projected to be \$7,330.06 per year. Total second year costs including operation, vehicles and equipment are \$952,553.

In the third year, the needs for a motor pool would be reduced to 32 vehicles. An additional 22 vehicles would be purchased thus providing 8 additional COPP vehicles including three converted pool vehicles and 14 replacement vehicles bringing the total of COPP vehicles to 65. Third year operational costs for a fleet of 97 vehicles are projected to be \$709,900 or \$.36 per mile based on annual mileage of 1,990,000. Per vehicle cost are \$7,318.56 per year. Total cost including operation, vehicles and equipment are \$1,030,669.00. It is significant to note that by the third year, 62 percent more cars would be available at an increase in cost of only 6 percent.

During the fourth year, the motor pool will be reduced to 31 vehicles. An additional 22 vehicles will be purchased providing 12 replacement vehicles and the addition of 9 COPP vehicles for a total of 74 COPP vehicles. Fourth year operational costs for a fleet of 105 vehicles are projected to be \$757,305 or \$.37 per mile based on 2,023,500 total miles

per year. Per vehicle operational costs are \$7,212.43 per year. Total costs including operation, vehicles, and equipment are \$1,085,455.

In the fifth and final year of implementation, the motor pool will require 28 vehicles. An additional 22 vehicles will be purchased providing 12 replacement vehicles and an additional 12 COPP vehicles for a total of 86 COPP vehicles. Fifth year operational costs for a fleet of 114 vehicles are projected at \$807,300 or \$.39 per mile based on 2,070,000 miles per year. Per vehicle operational costs are \$7,081.58 per year. Total cost during the fifth year including operation, vehicles, and equipment are projected at \$1,154,832.

Total cost for the COPP program including operational costs of \$3,476,410.00 total vehicle costs of \$1,365,642.00, and total equipment costs of \$235,345.00 is \$5,077,397.00. Figure 3.2 is a graphic display of the total patrol fleet size as well as COPP and pool.

In order to maintain the number of pool vehicles necessary for patrol operations and to build a COPP fleet, about the same number of new vehicles must be purchased each year as our current plan. The cost of implementing a COPP program could be reduced through the reconditioning of vehicles normally

FIVE YEAR VEHICLE CONVERSION CHART

Figure 3.1

84/85 85/86 86/87 87/88 88/89

EXISTING POOL VEHICLES		44	40	33	32	31
POOL VEHICLES CONVERTED TO TAKE HOME	-	8	6	3	0	0
	=	36	34	30	32	31
NEW POOL VEHICLES	+	4	1	2	0	0
	=	40	35	32	32	31
POOL VEHICLES ELIMINATED	-	0	2	0	1	3
TOTAL POOL VEHICLES	=	40	33	32	31	28

EXISTING TAKE HOME VEHICLES		11	34	57	65	74
POOL VEHICLES CONVERTED TO TAKE HOME	+	8	6	3	0	0
	=	19	40	60	65	74
NEW TAKE HOME VEHICLES	+	15	17	5	9	12
TOTAL TAKE HOME VEHICLES	=	34	57	65	74	86

TOTAL POOL VEHICLES		40	33	32	31	28
TOTAL TAKE HOME VEHICLES		34	57	65	74	86
TOTAL VEHICLES IN FLEET		74	90	97	105	114

NEW POOL VEHICLES		4	1	2	0	0
NEW TAKE HOME VEHICLES		15	17	5	9	12
POOL & TAKE HOME VEHICLES REPLACED		4	2	14	12	9
ADDITIONAL TOTALED VEHICLE		0	1	1	1	1
TOTAL NEW VEHICLE PURCHASES		23	21	22	22	22

sold at auction. However, reconditioned vehicles, beyond those already in use have not been considered at this stage because of the uncertainty of the viability of the program on the long run. Additionally, vehicle replacement projections are based on industry standard mileage for work vehicles and although this standard is used during initial implementation of the program some vehicles may be replaced below industry standard mileage due to poor condition or excessive operational costs.² It is projected that with full implementation of the COPP program a fleet of 114 vehicles will be available with a life expectancy of six years for each vehicle.

B. Personnel Projections

While gathering data to determine how many of the 145 personnel currently assigned to the Patrol Division would be eligible for participation in a COPP program a survey of the officers was conducted.³

Based on this survey, it was determined that during the first year of implementation 36 officers or 25 percent of the

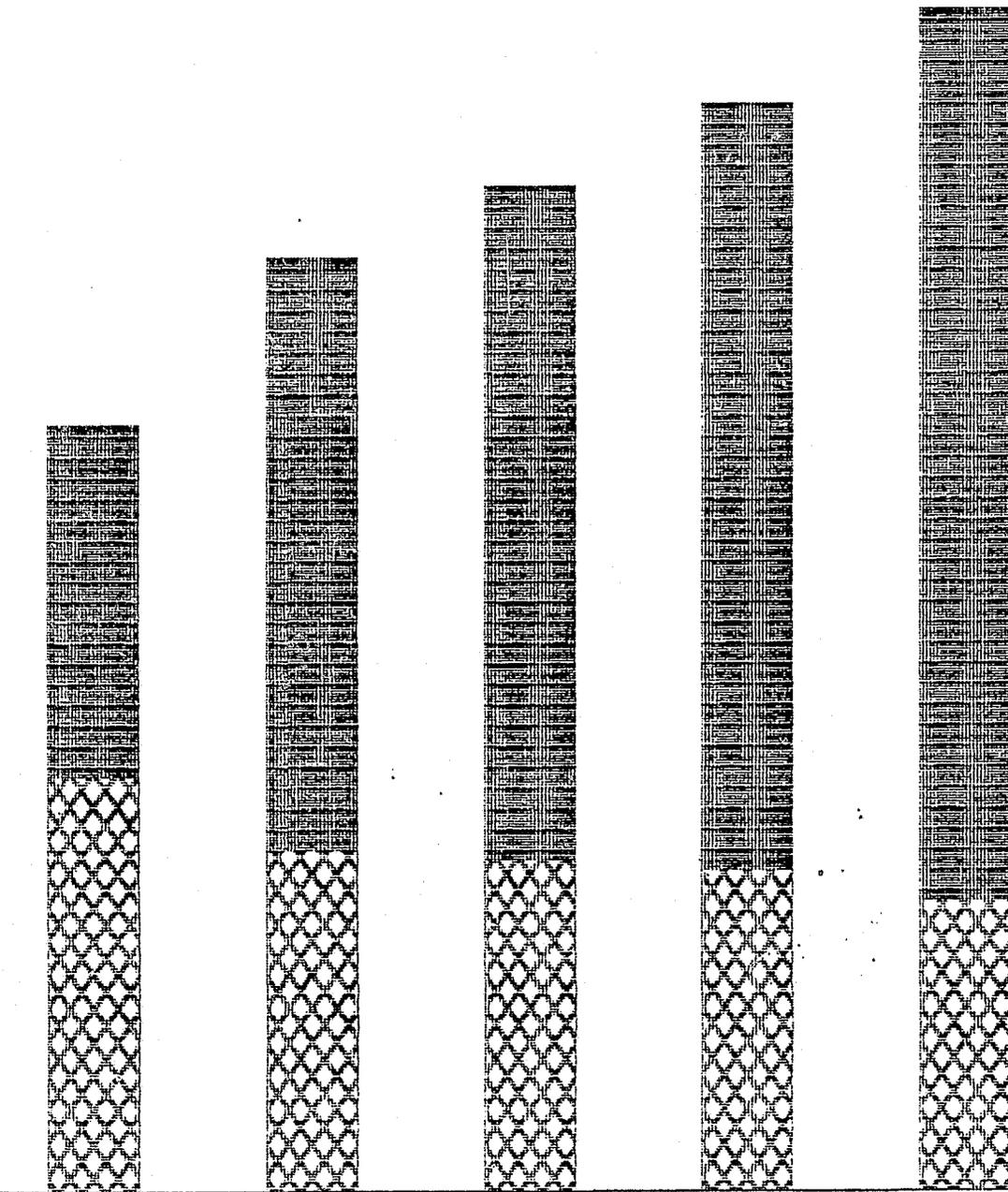
-
2. Industry standards is 100,000 miles.
 3. The survey was done on 08/01/84 using the survey form shown in Figure 3.3.

FIVE YEAR CONVERSION

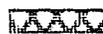
POOL TO TAKE HOME VEHICLES

AMT SUM

120
110
100
90
80
70
60
50
40
30
20
10



LEGEND: TYPE

 POOL

 TAKE

personnel assigned to the Patrol Division would not be eligible to participate because they have less than two years of continuous employment with the police department. In addition to the 36 officers above, 31 officers or 21 percent would be ineligible because they live outside of the City of Newport News and are unwilling to relocate to participate. Of those remaining, 3 percent live in the City of Newport News and are eligible but do not wish to participate and 51 percent are eligible and do wish to participate in the COPP program.

During the second year of implementation of the COPP program 32 officers or 21 percent of the personnel assigned to the Patrol Division are not eligible to participate as they have less than two years of continuous employment with the police department.⁴ Additionally, 34 officers or 22 percent would not be eligible because they live outside the City of Newport News and are not willing to relocate. Five officers, or 3 percent, living within the city do not wish to participate. During the second year 84 officers, or 54 percent are eligible and interested in participating in the COPP program while 71 officers, or 46 percent are not eligible or do not wish to participate.

4. Estimated the Patrol Division would be expanded to 155 officers.

During third year implementation of the COPP program 34 officers or 22 percent of the 155 officers assigned to the Patrol Division would not be eligible to participate in the program as they have under two years continuous employment with the police department.⁵ It is estimated that we would continue to have 24 percent of the officers living out of the city and unwilling to relocate and 5 officers, or 3 percent would not be interested in participating in the program. During the third year 79 officers or 51 percent are eligible and interested in participating in the COPP program. Fourth and fifth year personnel projections were not attempted during this study. As a result of resignations, retirements, transfers and other departmental processes it was felt that any further attempt at projecting personnel eligibility would not be meaningful. Given the consistency of the first three years of projections it was felt an average for the final two years would be appropriate. This average is charted in Figure 3.4 which summarizes personnel projections for the five year period.

5. 3rd year averaged from previous years.

NAME: _____

ADDRESS: _____

DATE OF EMPLOYMENT: _____

WATCH ASSIGNMENT: _____

PATROL STATION (NORTH OR SOUTH): _____

APPROXIMATE MILEAGE FROM HOME TO WORK: _____

APPROXIMATE MILEAGE FROM HOME TO COURT: _____

APPROXIMATE NUMBER OF DAYS PER WEEK IN COURT: _____

ARE YOU INTERESTED IN PARTICIPATING IN THE TAKE HOME CAR PROGRAM? _____

IF LIVING OUTSIDE OF THE CITY WOULD YOU BE WILLING TO RELOCATE TO NEWPORT NEWS TO PARTICIPATE IN THE PROGRAM?

DO YOU HAVE ANY COMMENTS OR SUGGESTIONS THAT WOULD HELP IN CREATING A WORKABLE TAKE HOME CAR PLAN (PLEASE COMMENT ON THE BACK OF THIS FORM)?

Figure 3.4

First Year Personnel Projections

		Percentage
Under two years service	36	25%
Living out of the city will not move	31	21%
Living in city want no vehicle	4	3%
	<hr/>	<hr/>
Not eligible first year	71	49%
Eligible first year	74	51%
	<hr/>	<hr/>
Total Personnel first year	145	100%

Second Year Personnel Projections

		Percentage
Under two years service	32	21%
Living out of the city will not move	34	22%
Living in city want no vehicle	5	3%
	<hr/>	<hr/>
Not eligible second year	71	46%
Eligible second year	84	54%
	<hr/>	<hr/>
Total Personnel second year	155	100%

Third Year Personnel Projections

		Percentage
Under two years service	34	22%
Living out of the city will not move	37	24%
Living in city want no vehicle	5	3%
	<hr/>	<hr/>
Not eligible third year	76	49%
Eligible third year	79	51%
	<hr/>	<hr/>
Total Personnel third year	155	100%

Averaged Personnel Projections

	Eligible	Ineligible
First Year	51%	49%
Second Year	54%	46%
Third Year	51%	49%

Vehicles Needed in Pool

Present Number Pool Veh.	44
Personnel in Patrol	133
Persons Per Vehicle	<u>3.02</u>

Fifth Year Vehicle Totals

Ineligible Personnel	74
Personnel Per Vehicle	3.02
Pool Vehicles	<u>25</u>
Reserve Pool Vehicles	3
Total Pool	<u>28</u>
Eligible Take Home	81
Projected New Personnel	5
Vehicles in Take Home	<u>86</u>
Vehicles in Pool	28
Total Vehicles Five Years	<u>114</u>

C. Neighborhood Parking Location

A lay aspect of the COPP program is the impact on the community from the standpoint of enhancing the visible presence of the police. Based on current data the residences where the vehicles would be located each year through the implementation of the program has been plotted on Figures 3.6 through 3.10. As one can see the vehicles are fairly well distributed throughout the city with the majority falling in between Mercury Boulevard and Denbigh Boulevard.

D. Evaluation

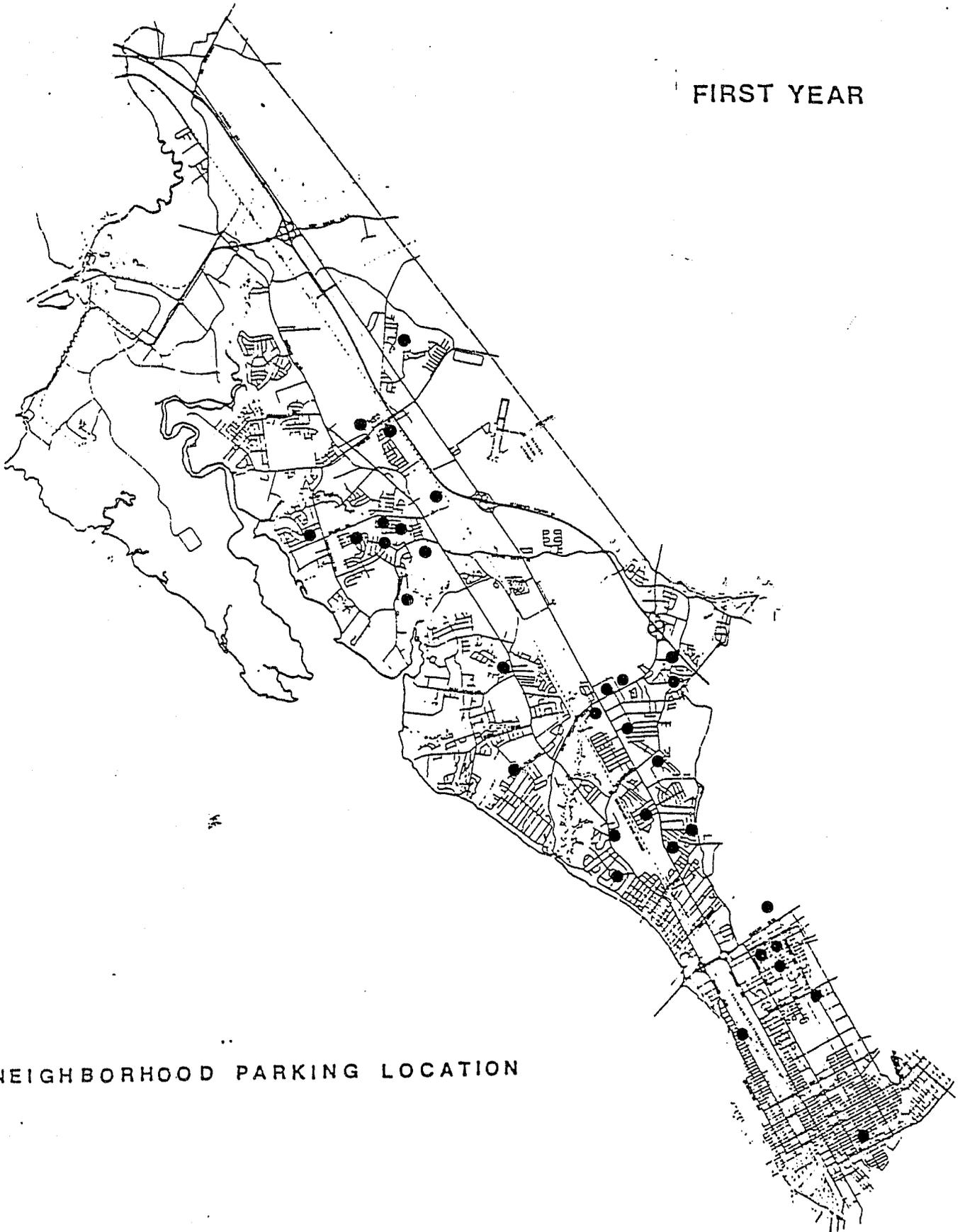
The primary goal of the COPP program in the City of Newport News is to provide more efficient and effective police service to the citizens of Newport News. The major objectives of the COPP program are:

1. To enhance the overall visible presence of the police by virtue of more police.
2. To decrease the overall response time to emergency calls for service through the use of off duty units providing an initial response when in the vicinity of the call.
3. To decrease the "down" time for patrol vehicles through improved maintenance, vehicle care, and servicing of

Figure 3.6

NEWPORT NEWS • VIRGINIA

FIRST YEAR



● NEIGHBORHOOD PARKING LOCATION

NEWPORT NEWS • VIRGINIA

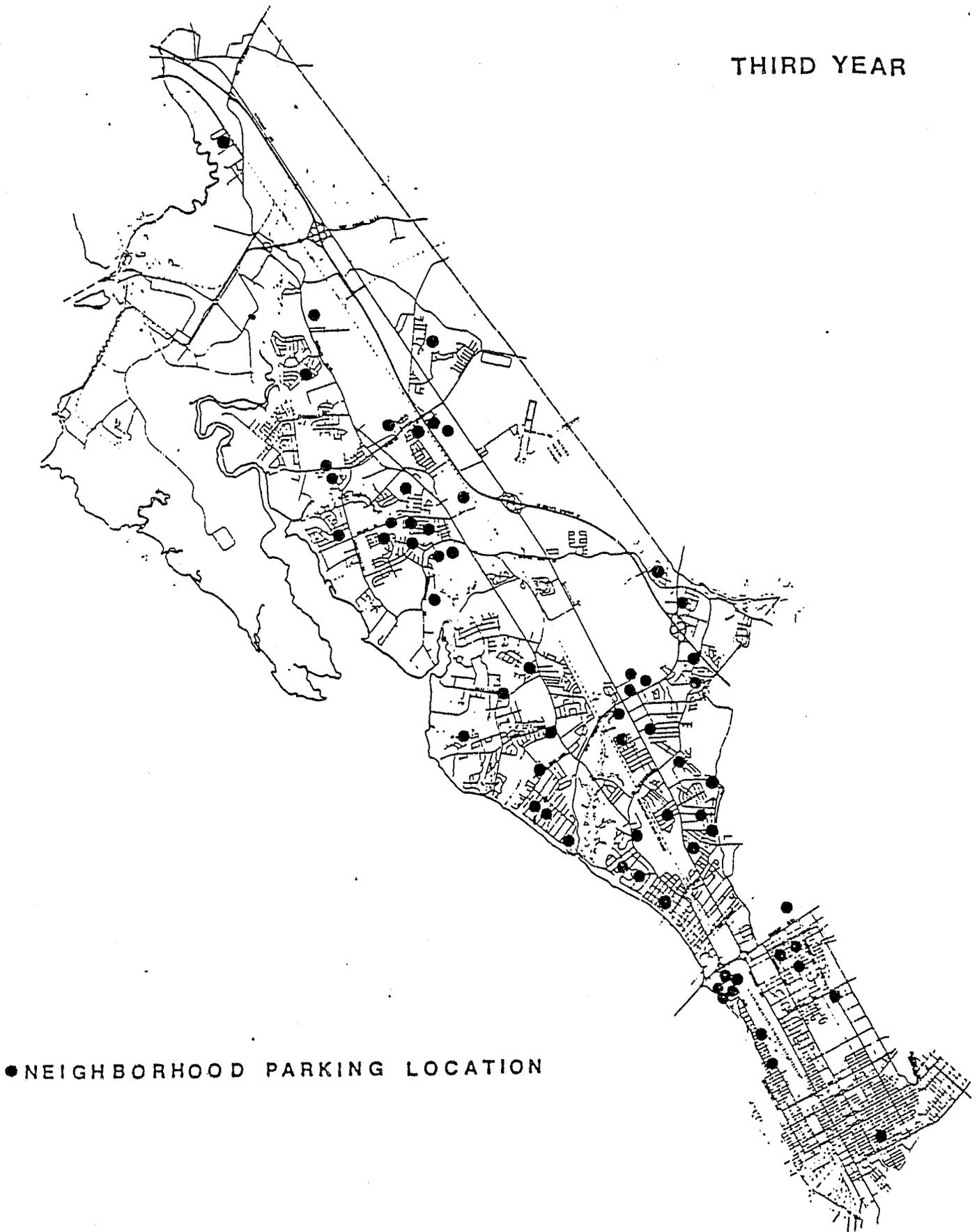
SECOND YEAR



Figure 3.8

NEWPORT NEWS • VIRGINIA

THIRD YEAR

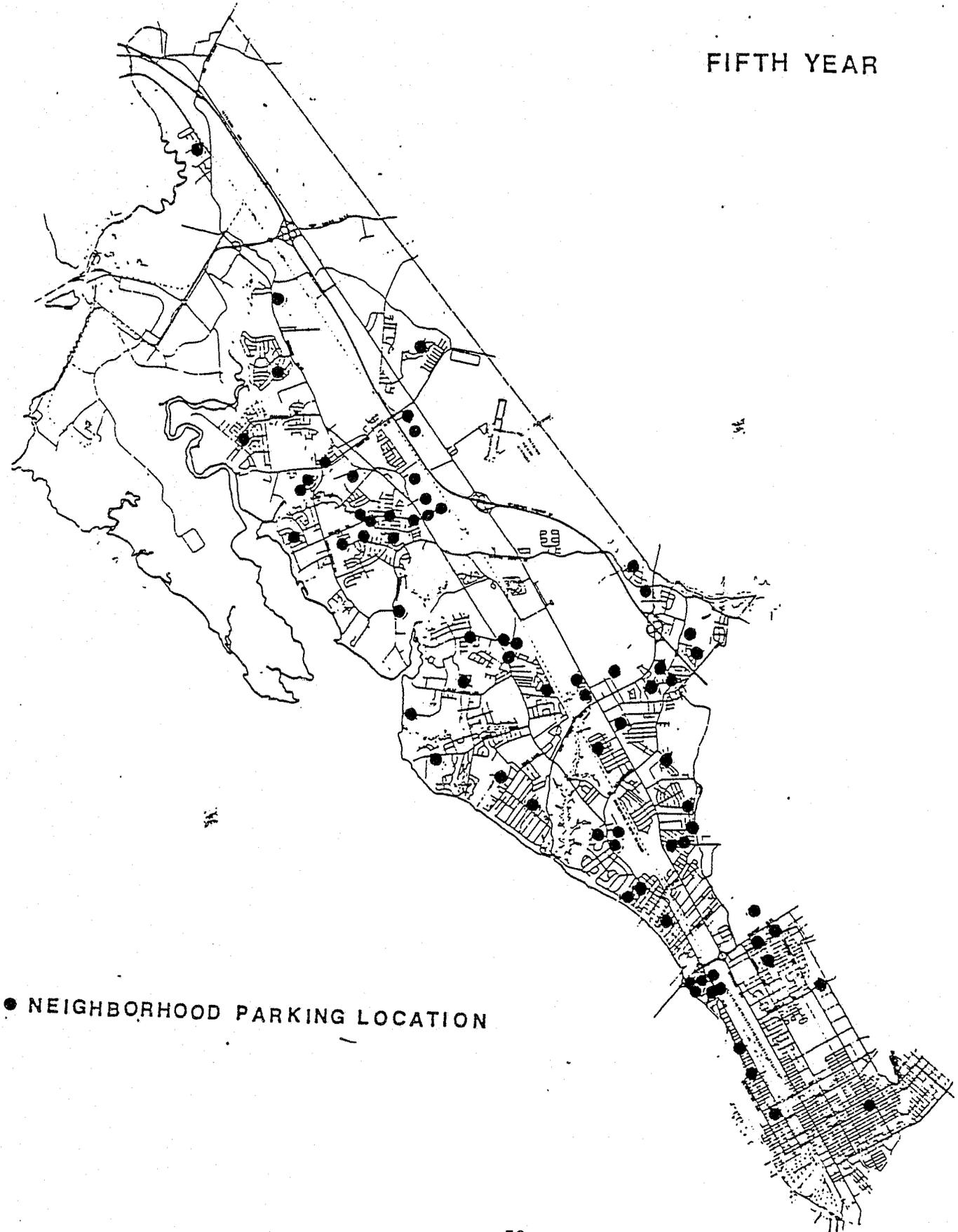


● NEIGHBORHOOD PARKING LOCATION

Figure 3.10

NEWPORT NEWS • VIRGINIA

FIFTH YEAR



● NEIGHBORHOOD PARKING LOCATION

during officer off duty time, thereby increasing on duty patrol time.

4. To increase patrol time by decreasing time devoted to vehicle maintenance activity while on duty.
5. To reduce the operational cost of each vehicle and extend the vehicle's life span.

In an effort to judge the ability of the COPP Program to meet the objectives it has been necessary to develop a series of forms to collect some of the needed data. (See Appendix D). It has also been necessary to develop a detailed policy and procedure to outline the conditions under which the vehicles may be used. (See Appendix C). These methods will help ensure the program is accomplishing the purpose for which it was designed.

IV. SUMMARY AND CONCLUSION

After examining the relative merits of continuing the department's current vehicle pool transportation and the alternative COPP program the department is proposing a five year phased implementation of the latter. As has been shown the cost of the COPP program was estimated at being about \$350,000 more to bring the patrol fleet to 114 vehicles necessary to implement the plan. Although the overall cost is greater it is believed the advantages clearly outweigh the additional cost. These advantages include:

- * Visibility - When fully implemented, the advantage of the visible patrol unit will be significantly enhanced.

- * Enhanced Service - The department will be able to reduce on-duty time cost to vehicle maintenance and should increase the ability to respond to emergency calls for service. Officers will also be expected to handle routine matters coming to their attention when using the vehicle off-duty.

- * Reduced Maintenance Cost - It is expected that officers will take greater care of a vehicle for which they are totally responsible which

will aid in reducing maintenance costs associated with lack of care. The program will also significantly extend the life of the vehicles. Moreover, maintenance would be conducted on an appointment basis by officers when they are not on duty.

- * Enhanced Officer Satisfaction - It is expected the program will have a positive effect on officer satisfaction with employment conditions. COPP will allow the Newport News Police Department to join other agencies of similar size in the area that already have the program. It is also the type of program that can be viewed as a benefit to both the employee and the department.

Cities with the program currently in operation have already demonstrated one can expect these types of advantages.

While every effort has been made to cover all aspects of the program in the plan one obviously cannot predict the future with total certainty. However, it is believed the projections are as realistic as they can be with current knowledge. The only factor that could change which would have a major impact on the program

would be in the numbers of officers eligible and this is considered to be unlikely. Even with this uncertainty it is believed the program is well worth the additional investment required because of the high potential for improving the quality of service provided to the citizens of the City of Newport News.

APPENDIX A

VEHICLE REPLACEMENT AND

CONVERSION PROJECTIONS

PRESENT FLEET MILEAGE

33,000 POOL PATROL VEHICLES
28,000 POOL WATCH SUPERVISOR VEHICLES
10,000 TAKE HOME STAFF VEHICLES
16,000 TAKE HOME K-9 VEHICLES

FIRST YEAR C.O.P.P. PROGRAM MILEAGE PROJECTIONS

26,000 POOL PATROL VEHICLES
28,000 POOL WATCH SUPERVISORS VEHICLES
20,000 TAKE HOME PATROL VEHICLES
20,000 TAKE HOME K-9 VEHICLES (INCLUDING SGT. AND SPARE VEHICLE)
10,000 TAKE HOME STAFF VEHICLES

SECOND YEAR C.O.P.P. PROGRAM MILEAGE PROJECTIONS

28,500 POOL PATROL VEHICLES
20,000 POOL WATCH SUPERVISOR VEHICLES
20,000 TAKE HOME PATROL VEHICLES
20,000 TAKE HOME WATCH SUPERVISORS
20,000 TAKE HOME K-9 VEHICLES (INCLUDING SGT. AND SPARE VEHICLE)
10,000 TAKE HOME STAFF VEHICLES

THIRD YEAR C.O.P.P. PROGRAM MILEAGE PROJECTIONS

25,000 POOL PATROL VEHICLES

20,000 POOL WATCH SUPERVISOR VEHICLES
20,000 TAKE HOME PATROL VEHICLES
20,000 TAKE HOME WATCH SUPERVISOR VEHICLES
20,000 TAKE HOME K-9 VEHICLES (INCLUDING SGT. AND SPARE VEHICLE)
10,000 TAKE HOME STAFF VEHICLES

FOURTH YEAR C.O.P.P. PROGRAM MILEAGE PROJECTIONS

20,500 POOL PATROL VEHICLES
20,000 POOL WATCH SUPERVISOR VEHICLES
20,000 TAKE HOME PATROL VEHICLES
20,000 TAKE WATCH SUPERVISOR VEHICLES
20,000 TAKE HOME K-9 VEHICLES (INCLUDING SGT. AND SPARE VEHICLE)
10,000 TAKE HOME STAFF VEHICLES

FIFTH YEAR AND CONTINUING C.O.P.P. PROGRAM MILEAGE PROJECTIONS

15,000 POOL PATROL VEHICLES
20,000 POOL WATCH SUPERVISOR VEHICLES
20,000 TAKE HOME PATROL VEHICLES
20,000 TAKE HOME WATCH SUPERVISOR VEHICLES
20,000 TAKE HOME K-9 VEHICLES (INCLUDING SGT. AND SPARE VEHICLE)
10,000 TAKE HOME STAFF VEHICLES

FIRST YEAR
VEHICLE REPLACEMENT AND CONVERSION PROJECTIONS

South Patrol Vehicles

✓1568.....70000
 ✓1572.....70000
 ✓1575.....70000
 ✓1577.....70000
 1581.....75611
 ✓1584.....70000
 1593..RADAR UNIT.....53641
 1720.....52734
 1727.....TOTALLED
 1728.....45376
 1766.....46027
 1768.....47641
 1769.....41462
 1770.....48761
 1772.....43116
 1830.....20154
 1831.....31269
 1840.....19167
 1842.....18455
 1845..RADAR UNIT.....09131

North Patrol Vehicles

✓1570.....70000
 ✓1582.....70000
 ✓1583.....70000
 1721.....84725
 1725.....72025
 1726.....66072
 1731.....83062
 1767.....51774
 1771.....56285
 1832.....29366
 1833.....43040
 1834.....30615
 1843..RADAR UNIT.....23368
 1844.....19982
 1849..RADAR UNIT.....08675
 1851.....05209
 1837..FIELD SGT.....14384
 1839..FIELD SGT.....12427
 1763..WATCH LT.....40738

1848.....03914
1850.....01077

1729..FIELD SGT.....36635
1838..FIELD SGT.....16332
1841..WATCH LT.....07170
1847..EXEC. LT.....07857
1852..SUPPORT SGT.....03102
1886..PATROL MAJOR.....39294

1846..EXEC.& SUPPORT LT.04241
1762..NORTH PATROL CAPT.20018

408 SUPPORT K-9.....86988
1553..SUPPORT K-9.....39933
1554..SUPPORT K-9.....45098
1571..SUPPORT K-9.....70000
1585..SUPPORT K-9.....70000

Enlarged numbers=Vehicles for replacement this year.

v=Vehicles converted to take home from Pool fleet.

All vehicle replacement Projections are based on vehicle mileage on August 1, 1984. Vehicle mileage will increase ProPortionately to any delay in implementing the Community Oriented Police Patrol Program.

SECOND YEAR

VEHICLE REPLACEMENT AND CONVERSION PROJECTIONS

South Patrol Vehicles

North Patrol Vehicles

1568.....90000
 1572.....90000
 1575.....90000
 1577.....90000
 1581.....101611
 1584.....90000
 1593..RADAR UNIT.....79611
 1720.....78734
 1728.....71376
 1766.....72027
 1768.....72641
 1769.....67462
 1770.....74761
 1772.....69116
 1830.....46154
 1831.....52269
 1840.....40167
 1842.....39455
 1845..RADAR UNIT.....30831
 1848.....24914
 1850.....22077

1570.....90000
 1582.....90000
 1583.....90000
 1725.....90025
 1726.....92072
 1767.....77774
 1771.....82285
 1832.....50366
 1833.....64040
 1834.....51615
 1843..RADAR UNIT.....44368
 1844.....40982
 1849..RADAR UNIT.....29675
 1851.....26209
 ✓1837..FIELD SGT.....42384
 ✓1839..FIELD SGT.....40427
 ✓1763..WATCH LT.....68738
 1846..EXEC.& SUPPORT LT.14241

1762..NORTH PATROL CAPT.30018

✓1729..FIELD SGT.....64635

1553..SUPPORT K-9.....59933

✓1838..FIELD SGT.....44332

1554..SUPPORT K-9.....65098

✓1841..WATCH LT.....35170

1571..SUPPORT K-9.....90000

1847..EXEC. LT.....17857

1585..SUPPORT K-9.....90000

1852..SUPPORT SGT.....13102

1886..PATROL MAJOR.....42294

Enlarged numbers=Vehicles for replacement this year.

✓=Vehicles converted to take home from Pool fleet.

All vehicle replacement Projections are based on vehicle mileage on August 1, 1984. Vehicle mileage will increase Proportionately to any delay in implementing the Community Oriented Police Patrol Program.

THIRD YEAR

VEHICLE REPLACEMENT AND CONVERSION PROJECTIONS

South Patrol Vehicles

North Patrol Vehicles

1568.....	110000	1570.....	110000
1572.....	110000	1582.....	110000
1575.....	110000	1583.....	110000
1577.....	110000	1767.....	106274
1584.....	110000		
1593.RADAR UNIT....	108111		
1720.....	107234		
1728.....	98876	1832.....	78866
1766.....	100527	1833.....	92540
1768.....	101141	1834.....	80115
1769.....	95962	✓1843..RADAR UNIT.....	72868
		1844.....	69482
1770.....	103261	✓1849..RADAR UNIT.....	72868
1772.....	97616	1851.....	54709
1830.....	74654		
1831.....	80769	1837..FIELD SGT.....	62384
1840.....	68667	1839..FIELD SGT.....	60427
1842.....	67955	1763..WATCH LT.....	88738
✓1845..RADAR UNIT.....	59331		

1848.....53414
1850.....50577

1729..FIELD SGT.....84635
1838..FIELD SGT.....64332
1841..WATCH LT.....55170
1847..EXEC. LT.....27857
1852..SUPPORT SGT.....23102
1886..PATROL MAJOR.....69294

1846..EXEC.& SUPPORT LT.24241
1762..NORTH PATRODL CAPT.40018

1553..SUPPORT K-9.....79933
1554..SUPPORT K-9.....85098
1571..SUPPORT K-9...110000
1585..SUPPORT K-9...110000

Enlarged numbers=Vehicles for replacement this year.

v=Vehicles converted to take home from Pool fleet.

All vehicle replacement Projections are based on vehicle mileage on August 1, 1984. Vehicle mileage will increase ProPortionately to any delay in implementing the Community Oriented Police Patrol Program.

FOURTH YEAR

VEHICLE REPLACEMENT AND CONVERSION PROJECTIONS

South Patrol Vehicles

1728.....	124876
1766.....	125527
1768.....	127141
1769.....	120962
1772.....	122616
1830.....	108154
1831.....	105769
1840.....	102617
1842.....	92955
1845..RADAR UNIT.....	79331
1848.....	78414
1850.....	78577
1729.FIELD SGT.....	113135
1838..FIELD SGT.....	84332
1841..WATCH LT.....	75170
1847..EXEC. LT.....	37857

North Patrol Vehicles

1832.....	103866
1833.....	117540
1834.....	105115
1843..RADAR UNIT.....	92955
1844.....	94482
1849..RADAR UNIT.....	78414
1851.....	79702
1837..FIELD SGT.....	82384
1839..FIELD SGT.....	80427
1763.WATCH LT.....	119238
1846..EXEC. & SUPPORT LT.	34241
1762..NORTH PATROL CAPT.	50018
1553.SUPPORT K-9...	117933
1554.SUPPORT K-9...	122098

1852..SUPPORT SGT.....33102

1886..PATROL MAJOR.....79294

Enlarged numbers=Vehicles for replacement this year.

All vehicle replacement Projections are based on vehicle milea9e on August 1, 1984. Vehicle milea9e will increase ProPortionately to any delay in implementing the Community Oriented Police Patrol Program.

FIFTH YEAR

VEHICLE REPLACEMENT AND CONVERSION PROJECTIONS

South Patrol Vehicles

North Patrol Vehicles

1831.....126269
 1842.....113455
 1845.RADAR UNIT.....99331
 1848.....98914
 1850.....99077

 1852..SUPPORT SGT.....43102
 1838.....104332
 1841.WATCH LT.....95170

 1847..EXEC. LT.....47857
 1592..SOUTH PATROL CAPT.75297
 1886..PATROL MAJOR.....89294

1832.....124366
 1834.....125615
 1843.RADAR UNIT....112868
 1844.....112982
 1849.RADAR UNIT.....98577
 1851.....100209

 1837.FIELD SGT.....102384
 1839.FIELD SGT.....100427

 1846..EXEC.& SUPPORT LT.44241
 1762..NORTH PATROL CAPT.60018

Enlarged numbers=Vehicles for replacement this year.

All vehicle replacement projections are based on vehicle mileage on August 1, 1984. Vehicle mileage will increase proportionately to any delay in implementing the Community Oriented Police Patrol Program.

APPENDIX B

PROJECTED INDIVIDUAL

VEHICLE ASSIGNMENTS

1. ✓=Officers assigned Community Oriented Police Patrol vehicles in the current year.
2. ✓* =Officers living out of the city who will move back into the city during the current year and be assigned a vehicle
3. ✗=Officers who were assigned a vehicle in a previous year.

FIRST YEAR
VEHICLE ASSIGNMENT

LT. J.T. PARKER	01/31/57	✓ J. FABULA	08/26/68
✓ CAPT. J.W. SAUNDERS	03/27/57	SGT. J. HOGAN	02/03/69
LT. R.E. HAUGHTON	07/07/58	J. SUMMERFIELD	03/07/69
SGT. W.B. HOPPER	03/20/61	LT. B. COLLETT	08/01/69
SGT. M.B. HALLETT	05/19/61	✓ T. ZEITLER	02/24/70
SGT. O. DEEDS	05/31/61	✓ L. JOHNSON	03/12/70
✓ H. MCCOY	04/25/62	✓ W. BISHOP	03/20/70
LT. J. FERNALI	08/20/62	P. SMITH	06/22/70
LT. E. RICE	09/24/62	J. BRANNAN	07/22/70
✓ MAJ. M. FARMER	12/17/62	✓ W. ROTH	07/22/70
LT. M. LYNCH	01/24/63	✓ A. MCKEOWN	08/05/70
✓ C. MOFFITT	06/04/63	✓ A. EDWARDS	08/24/70
✓ CAPT. D. BOYD	04/27/64	✓ LT. J. HARRISON	08/24/70
C. LOVE	07/01/64	✓ W. CLARY	01/28/71
SGT. J. SIMS	08/10/64	R. ALTMAN	02/01/71
SGT. R. BALLARD	11/03/65	C. FANNIN	10/01/71
✓ LT. R. JAMES	11/22/65	T. SHARP	01/17/72
✓ J. WOOD	02/23/66	✓ J. GASSNER	07/19/72
SGT. J. SUTTON	05/02/66	✓ H. WEST	08/01/72
SGT. D. WESCOTT	09/06/66	LT. G. RICE	05/01/73
LT. E. MOWRY	10/04/67	✓ R. EDWARDS	07/02/73
✓ SGT. D. BURGESS	05/16/68	A. MACHESNEY	07/02/73
SGT. R. SMITH	05/20/68	✓ A. GRIFFITH	08/16/73
SGT. D. SPITZER	08/19/68	✓ C. HADDIX	09/04/73
R. BERRYMAN	08/26/68	✓ B. HADDIX	10/16/73

M. SMITHLEY	02/19/74	W. LEE	04/16/80
M. LEWIS	05/16/74	D. STALLS	04/16/80
J. BROWN	05/31/74	L. BLANKENSHIP	08/16/80
SGT. T. DUGGAN	02/14/75	H. DOMINQUEZ	09/16/80
✓ J. STEELE	04/16/75	L. GRAY	09/16/80
✓ C. STILLEY	08/26/76	W. PITTS	09/16/80
✓ T. PENNY	01/20/77	SGT. J. QUAIL	09/16/80
L. BENTON	04/18/77	R. COLEMAN	01/01/81
✓ J. BUTCH	04/18/77	R. WALTRIP	01/01/81
R. STURGIS	04/18/77	D. BATKINS	01/01/81
✓ L. GOLDSTROHM	08/15/77	L. HARWOOD	04/01/81
C. BLANKENSHIP	10/16/77	T. HAILEY	07/06/81
S. PAULEY	10/17/77	D. HALBERG	10/01/81
✓ R. WHITEHEAD	06/15/78	M. BRYANT	10/01/81
✓ J. BLACKMON	08/16/78	D. HOSTLER	10/01/81
* S. MIDKIFF	09/18/78	D. SNAPP	10/01/81
G. JOHNSON	04/02/79	F. WHITE	10/01/81
B. SPRAGUE	04/02/79	E. EDMONDSON	10/12/81
B. DANIELS	04/16/79	M. BROWN	01/11/82
R. STANLEY	04/16/79	M. FOGELMAN	01/11/82
J. PEARSON	07/27/79	J. WEATHERFORD	01/11/82
L. SMITH	07/27/79	R. BROWN	04/12/82
J. WRIGHT	07/27/79	C. MILLER	04/13/82
D. FUTRELL	12/01/79	S. HEAD	07/12/82
J. MOORE	12/01/79	H. SPRINGFIELD	07/12/82
SGT. J. THURMAN	12/01/79	P. SWARTZ	07/12/82
L. DOVER	04/01/80	P. MERCIER	07/12/82
M. BREWER	04/16/80	J. DAILEY	11/02/82

J. DUCKWORTH	11/08/82	N. THOMBLEY	01/10/84
J. DICKENS	11/08/82	S. LEWIS	01/10/84
T. MEADOWS	11/08/82	L. METZ	01/10/84
J. CAMP	01/03/83	C. BELL	04/10/84
P. BURNETT	01/10/83	M. CERNIGLIARO	04/10/84
G. MORGAN	04/01/83	C. LASSITER	04/10/84
M. GRINSTEAD	04/21/83	B. MACHAMER	04/10/84
J. BROCK	07/01/83	T. MITCHELL	04/10/84
R. GADDIS	07/12/83	D. PARKER	04/10/84
R. COLBERT	07/12/83	C. BOWEN	07/27/84
J. BRANCH	07/12/83	R. GARCIA	07/27/84
D. DAVIS	07/12/83	B. HART	07/27/84
P. HAYMES	10/04/83	G. HAYDEN	07/27/84
J. PHILLIPS	10/04/83	R. HAYMAN	07/27/84
L. PETITE	10/04/83	J. NELSON	07/27/84
R. MILLER	10/04/83	J. PARKER	07/27/84
J. BOSWELL	10/04/83	J. PEAKS	07/27/84
A. THOMAS	01/10/84	M. RUSSELL	07/27/84
S. HAWKINS	01/10/84	J. ST. JOHN	07/27/84
C. TATEM	01/10/84		

✓=Officers assigned Community Oriented Police Patrol vehicles this year.

✓**=Officers who live out of the city who will move into the city this year and be assigned a vehicle.

SECOND YEAR
VEHICLE ASSIGNMENT

✓LT. J.T. PARKER	01/31/57	✕J. FABULA	08/26/68
✕CAPT. J.W. SAUNDERS	03/27/57	✓SGT. J. HOGAN	02/03/69
✓LT. R.E. HAUGHTON	07/07/58	J. SUMMERFIELD	03/07/69
✓SGT. W.B. HOPPER	03/20/61	✓LT. B. COLLETT	08/01/69
SGT. M.B. HALLETT	05/19/61	✕T. ZEITLER	02/24/70
✓SGT. O. DEEDS	05/31/61	✕L. JOHNSON	03/12/70
✕H. MCCOY	04/25/62	✕W. BISHOP	03/20/70
LT. J. FERNALD	08/20/62	P. SMITH	06/22/70
✓LT. E. RICE	09/24/62	J. BRANNAN	07/22/70
✕MAJ. M. FARMER	12/17/62	✕W. ROTH	07/22/70
LT. M. LYNCH	01/24/63	✕A. MCKEOWN	08/05/70
✕C. MOFFITT	06/04/63	✕A. EDWARDS	08/24/70
✕CAPT. D. BOYD	04/27/64	✕LT. J. HARRISON	08/24/70
C. LOVE	07/01/64	✕W. CLARY	01/28/71
✓SGT. J. SIMS	08/10/64	R. ALTMAN	02/01/71
SGT. R. BALLARD	11/03/65	C. FANNIN	10/01/71
✕LT. R. JAMES	11/22/65	T. SHARP	01/17/72
✕J. WOOD	02/23/66	✕J. GASSNER	07/19/72
SGT. J. SUTTON	05/02/66	✕H. WEST	08/01/72
✓SGT. D. WESCOTT	09/06/66	✓LT. G. RICE	05/01/73
✓* LT. E. MOWRY	10/04/67	✕R. EDWARDS	07/02/73
✕SGT. D. BURGESS	05/16/68	A. MACHESNEY	07/02/73
✓SGT. R. SMITH	05/20/68	✕A. GRIFFITH	08/16/73
✓SGT. D. SPITZER	08/19/68	✕C. HADDIX	09/04/73
R. BERRYMAN	08/26/68	✕B. HADDIX	10/16/73

M. SMITHLEY	02/19/74	W. LEE	04/16/80
M. LEWIS	05/16/74	D. STALLS	04/16/80
J. BROWN	05/31/74	L. BLANKENSHIP	08/16/80
✓SGT. T. DUGGAN	02/14/75	H. DOMINQUEZ	09/16/80
✗J. STEELE	04/16/75	L. GRAY	09/16/80
✗C. STILLEY	08/26/76	W. PITTS	09/16/80
✗T. PENNY	01/20/77	SGT. J. QUAIL	09/16/80
L. BENTON	04/18/77	R. COLEMAN	01/01/81
✗J. BUTCH	04/18/77	R. WALTRIP	01/01/81
R. STURGIS	04/18/77	D. BATKINS	01/01/81
✗L. GOLDSTROHM	08/15/77	L. HARWOOD	04/01/81
C. BLANKENSHIP	10/16/77	T. HAILEY	07/06/81
S. PAULEY	10/17/77	D. HALBERG	10/01/81
✗R. WHITEHEAD	06/15/78	M. BRYANT	10/01/81
✗J. BLACKMON	08/16/78	D. HOSTLER	10/01/81
✗S. MIDKIFF	09/18/78	D. SNAPP	10/01/81
G. JOHNSON	04/02/79	F. WHITE	10/01/81
✓B. SPRAGUE	04/02/79	E. EDMONDSON	10/12/81
B. DANIELS	04/16/79	M. BROWN	01/11/82
✓R. STANLEY	04/16/79	M. FOGELMAN	01/11/82
J. PEARSON	07/27/79	J. WEATHERFORD	01/11/82
✓L. SMITH	07/27/79	R. BROWN	04/12/82
✓J. WRIGHT	07/27/79	C. MILLER	04/13/82
✓D. FUTRELL	12/01/79	S. HEAD	07/12/82
✓J. MOORE	12/01/79	H. SPRINGFIELD	07/12/82
✓SGT. J. THURMAN	12/01/79	P. SWARTZ	07/12/82
✓L. DOVER	04/01/80	P. MERCIER	07/12/82
✓M. BREWER	04/16/80	J. DAILEY	11/02/82

J. DUCKWORTH	11/08/82	N. THOMBLEY	01/10/84
J. DICKENS	11/08/82	S. LEWIS	01/10/84
T. MEADOWS	11/08/82	L. METZ	01/10/84
J. CAMP	01/03/83	C. BELL	04/10/84
P. BURNETT	01/10/83	M. CERNIGLIARO	04/10/84
G. MORGAN	04/01/83	C. LASSITER	04/10/84
M. GRINSTEAD	04/21/83	B. MACHAMER	04/10/84
J. BROCK	07/01/83	T. MITCHELL	04/10/84
R. GADDIS	07/12/83	D. PARKER	04/10/84
R. COLBERT	07/12/83	C. BOWEN	07/27/84
J. BRANCH	07/12/83	R. GARCIA	07/27/84
D. DAVIS	07/12/83	B. HART	07/27/84
P. HAYMES	10/04/83	G. HAYDEN	07/27/84
J. PHILLIPS	10/04/83	R. HAYMAN	07/27/84
L. PETITE	10/04/83	J. NELSON	07/27/84
R. MILLER	10/04/83	J. PARKER	07/27/84
J. BOSWELL	10/04/83	J. PEAKS	07/27/84
A. THOMAS	01/10/84	M. RUSSELL	07/27/84
S. HAWKINS	01/10/84	J. ST. JOHN	07/27/84
C. TATEM	01/10/84		

✓=Officers assigned Community Oriented Police Patrol vehicles this year.

✓*=Officers who live out of the city who will move into the city this year and be assigned a vehicle.

×=Officers Previously assigned vehicles.

THIRD YEAR
VEHICLE ASSIGNMENT

✕LT. J.T. PARKER	01/31/57	✕J. FABULA	08/26/68
✕CAPT. J.W. SAUNDERS	03/27/57	✕SGT. J. HOGAN	02/03/69
✕LT. R.E. HAUGHTON	07/07/58	J. SUMMERFIELD	03/07/69
✕SGT. W.B. HOPPER	03/20/61	✕LT. B. COLLETT	08/01/69
SGT. M.B. HALLETT	05/19/61	✕T. ZEITLER	02/24/70
✕SGT. O. DEEDS	05/31/61	✕L. JOHNSON	03/12/70
✕H. MCCOY	04/25/62	✕W. BISHOP	03/20/70
LT. J. FERNALD	08/20/62	P. SMITH	06/22/70
✕LT. E. RICE	09/24/62	J. BRANNAN	07/22/70
✕MAJ. M. FARMER	12/17/62	✕W. ROTH	07/22/70
LT. M. LYNCH	01/24/63	✕A. MCKEON	08/05/70
✕C. MOFFITT	06/04/63	✕A. EDWARDS	08/24/70
✕CAPT. D. BOYD	04/27/64	✕LT. J. HARRISON	08/24/70
C. LOVE	07/01/64	✕W. CLARY	01/28/71
✕SGT. J. SIMS	08/10/64	R. ALTMAN	02/01/71
SGT. R. BALLARD	11/03/65	C. FANNIN	10/01/71
✕LT. R. JAMES	11/22/65	T. SHARP	01/17/72
✕J. WOOD	02/23/66	✕J. GASSNER	07/19/72
SGT. J. SUTTON	05/02/66	✕H. WEST	08/01/72
✕SGT. D. WESCOTT	09/06/66	✕LT. G. RICE	05/01/73
✕LT. E. MOWRY	10/04/67	✕R. EDWARDS	07/02/73
✕SGT. D. BURGESS	05/16/68	A. MACHESNEY	07/02/73
✕SGT. R. SMITH	05/20/68	✕A. GRIFFITH	08/16/73
✕SGT. D. SPITZER	08/19/68	✕C. HADDIX	09/04/73
R. BERRYMAN	08/26/68	✕B. HADDIX	10/16/73

M. SMITHLEY	02/19/74	✓W. LEE	04/16/80
M. LEWIS	05/16/74	D. STALLS	04/16/80
J. BROWN	05/31/74	L. BLANKENSHIP	08/16/80
✕SGT. T. DUGGAN	02/14/75	✓H. DOMINQUEZ	09/16/80
✕J. STEELE	04/16/75	✓*L. GRAY	09/16/80
✕C. STILLEY	08/26/76	✓W. PITTS	09/16/80
✕T. PENNY	01/20/77	SGT. J. QURIL	09/16/80
L. BENTON	04/18/77	✓R. COLEMAN	01/01/81
✕J. BUTCH	04/18/77	R. WALTRIP	01/01/81
R. STURGIS	04/18/77	✓D. BATKINS	01/01/81
✕L. GOLDSTROHM	08/15/77	✓L. HARWOOD	04/01/81
C. BLANKENSHIP	10/16/77	T. HAILEY	07/06/81
S. PAULEY	10/17/77	D. HALBERG	10/01/81
✕R. WHITEHEAD	06/15/78	✓*M. BRYANT	10/01/81
✕J. BLACKMON	08/16/78	D. HOSTLER	10/01/81
✕S. MIDKIFF	09/18/78	D. SNAPP	10/01/81
G. JOHNSON	04/02/79	F. WHITE	10/01/81
✕B. SPRAGUE	04/02/79	E. EDMONDSON	10/12/81
B. DANIELS	04/16/79	M. BROWN	01/11/82
✕R. STANLEY	04/16/79	M. FOGELMAN	01/11/82
J. PEARSON	07/27/79	J. WEATHERFORD	01/11/82
✕L. SMITH	07/27/79	R. BROWN	04/12/82
✕J. WRIGHT	07/27/79	C. MILLER	04/13/82
✕D. FUTRELL	12/01/79	S. HEAD	07/12/82
✕J. MOORE	12/01/79	H. SPRINGFIELD	07/12/82
✕SGT. J. THURMAN	12/01/79	P. SWARTZ	07/12/82
✕L. DOVER	04/01/80	P. MERCIER	07/12/82
✕M. BREWER	04/16/80	J. DAILEY	11/02/82

J. DUCKWORTH	11/08/82	N. THOMBLEY	01/10/84
J. DICKENS	11/08/82	S. LEWIS	01/10/84
T. MEADOWS	11/08/82	L. METZ	01/10/84
J. CAMP	01/03/83	C. BELL	04/10/84
P. BURNETT	01/10/83	M. CERNIGLIARO	04/10/84
G. MORGAN	04/01/83	C. LASSITER	04/10/84
M. GRINSTEAD	04/21/83	B. MACHAMER	04/10/84
J. BROCK	07/01/83	T. MITCHELL	04/10/84
R. GADDIS	07/12/83	D. PARKER	04/10/84
R. COLBERT	07/12/83	C. BOWEN	07/27/84
J. BRANCH	07/12/83	R. GARCIA	07/27/84
D. DAVIS	07/12/83	B. HART	07/27/84
P. HAYMES	10/04/83	G. HAYDEN	07/27/84
J. PHILLIPS	10/04/83	R. HAYMAN	07/27/84
L. PETITE	10/04/83	J. NELSON	07/27/84
R. MILLER	10/04/83	J. PARKER	07/27/84
J. BOSWELL	10/04/83	J. PEAKS	07/27/84
A. THOMAS	01/10/84	M. RUSSELL	07/27/84
S. HAWKINS	01/10/84	J. ST. JOHN	07/27/84
C. TATEM	01/10/84		

✓=Officers assigned Community Oriented Police Patrol vehicles this year.

✳=Officers who live out of the city who will move into the city this year and be assigned a vehicle.

✕=Officers previously assigned vehicles.

FOURTH YEAR
VEHICLE ASSIGNMENT

×LT. J.T. PARKER	01/31/57	×J. FABULA	08/26/68
×CAPT. J.W. SAUNDERS	03/27/57	×SGT. J. HOGAN	02/03/69
×LT. R.E. HAUGHTON	07/07/58	J. SUMMERFIELD	03/07/69
×SGT. W.B. HOPPER	03/20/61	×LT. B. COLLETT	08/01/69
SGT. M.B. HALLETT	05/19/61	×T. ZEITLER	02/24/70
SGT. O. DEEDS	05/31/61	×L. JOHNSON	03/12/70
×H. MCCOY	04/25/62	×W. BISHOP	03/20/70
LT. J. FERNALD	08/20/62	P. SMITH	06/22/70
×LT. E. RICE	09/24/62	J. BRANNAN	07/22/70
×MAJ. M. FARMER	12/17/62	×W. ROTH	07/22/70
LT. M. LYNCH	01/24/63	×A. MCKEOWN	08/05/70
×C. MOFFITT	06/04/63	×A. EDWARDS	08/24/70
×CAPT. D. BOYD	04/27/64	×LT. J. HARRISON	08/24/70
C. LOVE	07/01/64	×W. CLARY	01/28/71
×SGT. J. SIMS	08/10/64	R. ALTMAN	02/01/71
SGT. R. BALLARD	11/03/65	C. FANNIN	10/01/71
×LT. R. JAMES	11/22/65	T. SHARP	01/17/72
×J. WOOD	02/23/66	×J. GASSNER	07/19/72
SGT. J. SUTTON	05/02/66	×H. WEST	08/01/72
×SGT. D. WESCOTT	09/06/66	×LT. G. RICE	05/01/73
×LT. E. MOWRY	10/04/67	×R. EDWARDS	07/02/73
×SGT. D. BURGESS	05/16/68	A. MACHESNEY	07/02/73
×SGT. R. SMITH	05/20/68	×A. GRIFFITH	08/16/73
×SGT. D. SPITZER	08/19/68	×C. HADDIX	09/04/73
R. BERRYMAN	08/26/68	×B. HADDIX	10/16/73

M. SMITHLEY	02/19/74	✕W. LEE	04/16/80
M. LEWIS	05/16/74	D. STALLS	04/16/80
J. BROWN	05/31/74	L. BLANKENSHIP	08/16/80
✕SGT. T. DUGGAN	02/14/75	✕H. DOMINQUEZ	09/16/80
✕J. STEELE	04/16/75	✓L. GRAY	09/16/80
✕C. STILLEY	08/26/76	✕W. PITTS	09/16/80
✕T. PENNY	01/20/77	SGT. J. QUAIL	09/16/80
L. BENTON	04/18/77	✕R. COLEMAN	01/01/81
✕J. BUTCH	04/18/77	R. WALTRIP	01/01/81
R. STURGIS	04/18/77	✕D. BATKINS	01/01/81
✕L. GOLDSTROHM	08/15/77	✕L. HARWOOD	04/01/81
C. BLANKENSHIP	10/16/77	T. HAILEY	07/06/81
S. PAULEY	10/17/77	D. HALBERG	10/01/81
✕R. WHITEHEAD	06/15/78	✕M. BRYANT	10/01/81
✕J. BLACKMON	08/16/78	D. HOSTLER	10/01/81
✕S. MIDKIFF	09/18/78	✓D. SNAPP	10/01/81
G. JOHNSON	04/02/79	F. WHITE	10/01/81
✕B. SPRAGUE	04/02/79	E. EDMONDSON	10/12/81
B. DANIELS	04/16/79	✓M. BROWN	01/11/82
✕R. STANLEY	04/16/79	✓M. FOGELMAN	01/11/82
J. PEARSON	07/27/79	✓J. WEATHERFORD	01/11/82
✕L. SMITH	07/27/79	✓R. BROWN	04/12/82
✕J. WRIGHT	07/27/79	C. MILLER	04/13/82
✕D. FUTRELL	12/01/79	S. HEAD	07/12/82
✕J. MOORE	12/01/79	✓H. SPRINGFIELD	07/12/82
✕SGT. J. THURMAN	12/01/79	✓P. SWARTZ	07/12/82
✕L. DOVER	04/01/80	P. MERCIER	07/12/82
✕M. BREWER	04/16/80	✓J. DAILEY	11/02/82

✓ J. DUCKWORTH	11/08/82	N. THOMBLEY	01/10/84
J. DICKENS	11/08/82	S. LEWIS	01/10/84
T. MEADOWS	11/08/82	L. METZ	01/10/84
J. CAMP	01/03/83	C. BELL	04/10/84
P. BURNETT	01/10/83	M. CERNIGLIARO	04/10/84
G. MORGAN	04/01/83	C. LASSITER	04/10/84
M. GRINSTEAD	04/21/83	B. MACHAMER	04/10/84
J. BROCK	07/01/83	T. MITCHELL	04/10/84
R. GADDIS	07/12/83	D. PARKER	04/10/84
R. COLBERT	07/12/83	C. BOWEN	07/27/84
J. BRANCH	07/12/83	R. GARCIA	07/27/84
D. DAVIS	07/12/83	B. HART	07/27/84
P. HAYMES	10/04/83	G. HAYDEN	07/27/84
J. PHILLIPS	10/04/83	R. HAYMAN	07/27/84
L. PETITE	10/04/83	J. NELSON	07/27/84
R. MILLER	10/04/83	J. PARKER	07/27/84
J. BOSWELL	10/04/83	J. PEAKS	07/27/84
A. THOMAS	01/10/84	M. RUSSELL	07/27/84
S. HAWKINS	01/10/84	J. ST. JOHN	07/27/84
C. TATEM	01/10/84		

✓=Officers assigned Community Oriented Police Patrol vehicles this year.

✱=Officers who live out of the city who will move into the city this year and be assigned a vehicle.

>=Officers Previously assigned vehicles.

FIFTH YEAR
VEHICLE ASSIGNMENT

×LT. J.T. PARKER	01/31/57	×J. FABULA	08/26/68
×CAPT. J.W. SAUNDERS	03/27/57	×SGT. J. HOGAN	02/03/69
×LT. R.E. HAUGHTON	07/07/58	J. SUMMERFIELD	03/07/69
×SGT. W.B. HOPPER	03/20/61	×LT. B. COLLETT	08/01/69
SGT. M.B. HALLETT	05/19/61	×T. ZEITLER	02/24/70
×SGT. O. DEEDS	05/31/61	×L. JOHNSON	03/12/70
×H. MCCOY	04/25/62	×W. BISHOP	03/20/70
LT. J. FERNALD	08/20/62	P. SMITH	06/22/70
×LT. E. RICE	09/24/62	J. BRANNAN	07/22/70
×MAJ. M. FARMER	12/17/62	×W. ROTH	07/22/70
LT. M. LYNCH	01/24/63	×A. MCKEDUN	08/05/70
×C. MOFFITT	06/04/63	×A. EDWARDS	08/24/70
×CAPT. D. BOYD	04/27/64	×LT. J. HARRISON	08/24/70
C. LOVE	07/01/64	×W. CLARY	01/28/71
×SGT. J. SIMS	08/10/64	R. ALTMAN	02/01/71
SGT. R. BALLARD	11/03/65	C. FANNIN	10/01/71
×LT. R. JAMES	11/22/65	T. SHARP	01/17/72
×J. WOOD	02/23/66	×J. GASSNER	07/19/72
SGT. J. SUTTON	05/02/66	×H. WEST	08/01/72
×SGT. D. WESCOTT	09/06/66	×LT. G. RICE	05/01/73
×LT. E. MOWRY	10/04/67	×R. EDWARDS	07/02/73
×SGT. D. BURGESS	05/16/68	A. MACHESNEY	07/02/73
×SGT. R. SMITH	05/20/68	×A. GRIFFITH	08/16/73
×SGT. D. SPITZER	08/19/68	×C. HADDIX	09/04/73
R. BERRYMAN	08/26/68	×B. HADDIX	10/16/73

M. SMITHLEY	02/19/74	✕W. LEE	04/16/80
M. LEWIS	05/16/74	D. STALLS	04/16/80
J. BROWN	05/31/74	L. BLANKENSHIP	08/16/80
✕SGT. T. DUGGAN	02/14/75	✕H. DOMINQUEZ	09/16/80
✕J. STEELE	04/16/75	✕L. GRAY	09/16/80
✕C. STILLEY	08/26/76	✕W. PITTS	09/16/80
✕T. PENNY	01/20/77	SGT. J. QUAIL	09/16/80
L. BENTON	04/18/77	✕R. COLEMAN	01/01/81
✕J. BUTCH	04/18/77	R. WALTRIP	01/01/81
R. STURGIS	04/18/77	✕D. BATKINS	01/01/81
✕L. GOLDSTROHM	08/15/77	✕L. HARWOOD	04/01/81
C. BLANKENSHIP	10/16/77	T. HAILEY	07/06/81
S. PAULEY	10/17/77	D. HALBERG	10/01/81
✕R. WHITEHEAD	06/15/78	✕M. BRYANT	10/01/81
✕J. BLACKMON	08/16/78	D. HOSTLER	10/01/81
✕S. MIDKIFF	09/18/78	✕D. SNAPP	10/01/81
G. JOHNSON	04/02/79	F. WHITE	10/01/81
✕B. SPRAGUE	04/02/79	E. EDMONDSON	10/12/81
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✕R. STANLEY	04/16/79	✕M. FOGELMAN	01/11/82
J. PEARSON	07/27/79	✕J. WEATHERFORD	01/11/82
✕L. SMITH	07/27/79	✕R. BROWN	04/12/82
✕J. WRIGHT	07/27/79	C. MILLER	04/13/82
✕D. FUTRELL	12/01/79	S. HEAD	07/12/82
✕J. MOORE	12/01/79	✕H. SPRINGFIELD	07/12/82
✕SGT. J. THURMAN	12/01/79	✕P. SWARTZ	07/12/82
✕L. DOVER	04/01/80	P. MERCIER	07/12/82
✕M. BREWER	04/16/80	✕J. DAILEY	11/02/82

✕ J. DUCKWORTH	11/08/82	N. THOMBLEY	01/10/84
✓ J. DICKENS	11/08/82	S. LEWIS	01/10/84
✓ T. MEADOWS	11/08/82	L. METZ	01/10/84
✓* J. CAMP	01/03/83	C. BELL	04/10/84
✓* P. BURNETT	01/10/83	M. CERNIGLIARO	04/10/84
G. MORGAN	04/01/83	C. LASSITER	04/10/84
✓ M. GRINSTEAD	04/21/83	B. MACHAMER	04/10/84
J. BROCK	07/01/83	T. MITCHELL	04/10/84
✓* R. GADDIS	07/12/83	D. PARKER	04/10/84
✓ R. COLBERT	07/12/83	C. BOWEN	07/27/84
J. BRANCH	07/12/83	R. GARCIA	07/27/84
✓* D. DAVIS	07/12/83	B. HART	07/27/84
✓ P. HAYMES	10/04/83	G. HAYDEN	07/27/84
✓ J. PHILLIPS	10/04/83	R. HAYMAN	07/27/84
L. PETITE	10/04/83	J. NELSON	07/27/84
✓ R. MILLER	10/04/83	J. PARKER	07/27/84
✓ J. BOSWELL	10/04/83	J. PEAKS	07/27/84
A. THOMAS	01/10/84	M. RUSSELL	07/27/84
S. HAWKINS	01/10/84	J. ST. JOHN	07/27/84
C. TATEM	01/10/84		

✓=Officers assigned Community Oriented Police Patrol vehicles this year.

✓*=Officers who live out of the city who will move into the city this year and be assigned a vehicle.

✕=Officers previously assigned vehicles.

APPENDIX C

POLICY AND PROCEDURE



Policy & Procedure

No.

1 of 7 pgs

Subject:

*Community Oriented Police
Patrol Program*

Effective
Date:

Issued
By: *DWS*

Distribution:
All

Amends/
Supercedes:

I. PURPOSE

To establish guidelines for the conduct and administration of the Community Oriented Police Patrol Program (COPP).

II. POLICY

It is the policy of the Newport News Police Department to implement and maintain a program through which officers who reside in the City have the opportunity to be assigned a vehicle to drive on and off duty. This program is in keeping with the departments overall goal, which is "To provide efficient and effective police service to the citizens of Newport News, Virginia". To meet this goal, the objectives of the COPP Program are:

- A. To increase the visibility and availability of marked police vehicles throughout the city, and*
- B. To decrease average vehicle costs through increased vehicle life and decreased maintenance and repair costs.*

III. PROCEDURES

A. Administration

- 1. The Patrol Division Commander will be responsible for administration of the COPP Program. He will ensure that the officers activities involving this program are monitored and that any indiscretions are investigated.*
- 2. The Patrol Division Commander will be responsible for monitoring maintenance performed on COPP vehicles and for the correction of deviations from these guidelines.*
- 3. Participants in the program will be required to sign an agreement between the participant and the department. This agreement will outline the equipment issued to the participant and will serve as notice that the participant understands that the assignment of a vehicle in this program is considered a privilege and not a requirement. It will also serve as acknowledgement that the participant is aware and is willing to observe all policy and procedure and any directive concerning the COPP Program.*
- 4. Decisions of eligibility for the COPP Program will rest entirely with the Patrol Division Commander.*
- 5. Any recommended probation, suspension, or termination from the COPP Program as a result of preventable accidents will*

be made by the Accident Review Committee with the final decision resting with the Chief of Police.

B. Eligibility

1. Eligibility for participation in the COPP Program is limited to sworn police personnel who:
 - a. Are assigned to the Patrol Division.
 - b. Reside within the jurisdictional boundaries of the City of Newport News unless otherwise authorized by the Chief of Police.
 - c. Have completed two continuous years of employment with the Newport News Police Department.
2. An officer may be determined ineligible for participation in the COPP Program if his accident records reflect a history of preventable accidents attributable to negligence and/or a disregard for established policy and procedure.
3. Eligibility for the COPP Program in and of itself does not guarantee assignment of a vehicle nor are eligible officers required to participate in the program. Noncompliance with eligibility requirements will be grounds for immediate termination from the program.
4. If an officer assigned a COPP vehicle under this program moves outside of the city limits of Newport News, his participation in the program will terminate and the COPP vehicle will be assigned to the next eligible officer.

C. Vehicle Assignment

1. All police vehicles maintained in the COPP program will be marked police vehicles with the exception of the Deputy Chief, Major, and the Patrol Captains or any other vehicles authorized by the Chief of Police.
2. Five year phase in of the COPP program shall be accomplished by assigning first year vehicles to patrol officers based only on seniority. Second through fifth year phase in shall be accomplished by assigning vehicles based solely on seniority without regard to rank. Radar units will be maintained as pool vehicles until additional radar units become available for COPP vehicle assignment.

D. Availability

1. Officers must be capable of responding to calls in an emergency. To this end, it is essential that officers be suitably

attired when operating a COPP vehicle off duty, so that their appearance at the scene of an emergency will reflect favorably on the officer and the Newport News Police Department.

2. Officers assigned a COPP vehicle in this program will carry an official department identification or badge and their issued service revolver or authorized off duty weapon at all times while operating a COPP vehicle off duty.
3. Officers assigned a vehicle in this program and operating the vehicle off duty shall keep the police radio on at all times and shall remain alert to radio traffic.
4. If an off duty officer operating a COPP vehicle encounters an automobile crash he will notify Central and render any assistance necessary until his presence is no longer needed.
5. Officers assigned COPP vehicles will park their vehicle at the North Patrol Station or the South Patrol Station for safe keeping when the officer is to be off duty and away from the vehicle's normal parking location for a period exceeding four days.
6. Officers receiving workmans compensation benefits or who are performing authorized light duty functions when on duty shall relinquish the use of their COPP vehicle until they return to normal duty status. If workmans compensation or light duty status is to be of an extended nature a COPP vehicle may be reassigned in which case an officer returning to normal duty status after an extended absence or extended light duty status would receive the next available COPP vehicle.

E. Compensation

1. Officers assigned COPP vehicles in this program, who become involved in any off duty police activity will not begin to receive compensation until involvement in that activity exceeds two hours. By accepting a COPP vehicle the officer agrees to work the first two hours of any off duty police activity without compensation. It is the responsibility of the officer to have an on duty supervisor sign any overtime/compensatory time slip for any off duty activity which exceeds two hours. This provision, in no way denies full overtime compensation to personnel assigned COPP vehicles, for on duty assignments which extend beyond normal work schedules or to those who are requested to work additional hours beyond normal scheduling.
2. When an off duty officer, assigned a COPP vehicle, becomes involved in any official off duty police activity and is injured as

as the result of that activity, workmans compensation claims will follow the same procedure as if the officer was on duty when injured.

3. If, while operating a COPP vehicle off duty and while involved in no police activity an officer is involved in a vehicle crash, the officer is covered by normal insurance provided under the City's self insurance program. However, an officer will not be eligible for coverage under workmans compensation benefits.

F. Vehicle Operation

1. All policies and procedures of the Newport News Police Department shall remain in effect while assigned COPP vehicles are operated either on or off duty.
2. Normal radio procedures shall be followed by off duty officers operating COPP vehicles except:
 - a. Officers operating COPP vehicles off duty will continue to use their normal on duty radio channel.
 - b. Off duty officers operating COPP vehicles will use their computer number proceeded by the number nine as their unit identifier (example - computer number 269 would become unit 9269).
 - c. Off duty units shall limit radio traffic to a minimum. Contact with Central will be made only when a police activity is initiated.
 - d. When circumstances dictate, watch supervisors or Central personnel may request the location of off duty units.
 - e. COPP vehicles will only be operated by authorized police personnel.
 - f. Unattended police vehicles will be locked at all times.
3. Officers assigned COPP vehicles will exercise prudence in the use and operation of their vehicle to maximize vehicle life expectancy and operating efficiency. No special privileges are to be assumed such as exceeding posted speed limits or parking in restricted zones.
4. Any off duty officer discovering damage to his vehicle or who becomes involved in an automobile crash will immediately notify an on duty watch supervisor.
5. Officers assigned a COPP vehicle will not use that vehicle in conjunction with the purchase, transportation, or consumption of alcoholic beverages.

8. *Officers operating COPP vehicles off duty are not expected to enforce all traffic laws; however, when an officer observes a flagrant violation he will be expected to take appropriate action.*
9. *Whenever an off duty officer operating a COPP vehicle becomes aware of a call for service to which his response may result in the prevention of a crime or the arrest of a perpetrator, the officer shall, after advising Central of his proximity to the incident, respond to the call provided he is not cancelled by a watch supervisor or Central personnel. When responding to calls for service while off duty and operating a COPP vehicle the officer shall respond as if he were on duty and all directives, policy and procedure shall be adhered to. Any off duty officer cancelled by a watch supervisor or Central shall not respond to the scene of a crime or other incident.*
10. *The transportation, while off duty, of family members and friends is permissible in COPP. However,*
 - a. *The officer is solely responsible for the conduct and safety of all passengers riding in a COPP vehicle.*
 - b. *Under no circumstances will an officer respond to an emergency situation with non-sworn personnel in his vehicle. Non-sworn personnel riding in a COPP vehicle will be off loaded in a safe and convenient location prior to responding to any call.*
11. *Off duty officers are permitted to use COPP vehicles for trips into surrounding jurisdictions and may use their vehicles for transportation to and from places of secondary employment provided the COPP vehicles are not used as a part of the secondary employment. The vehicle may be used for transportation of prisoners, if during the course of secondary employment duties an arrest is made.*

G. *Maintenance*

1. *Officers will be responsible for the maintenance of their COPP vehicle and will conduct all maintenance during off duty hours.*
 - a. *Assigned officers are responsible for the cleanliness of their COPP vehicle and will wash the vehicle regularly and wax the vehicle at least twice yearly.*
 - b. *Fueling and preventive maintenance and repairs will be conducted on COPP vehicles during assigned officer's off duty time. Preventive maintenance and repairs are to be accomplished by contacting the operations center by telephone for an appointment. This does not preclude the making of emergency repairs at any time.*

2. *If due to major repairs a COPP vehicle must be left at the Operations Center for an extended period, the assigned officer will use a pool vehicle until repairs are completed. Due to the requirements placed on pool vehicles a pool vehicle is not be used as a temporary COPP vehicle. The assigned officer must temporarily provide his own transportation to and from his duty station.*
3. *Officers assigned COPP vehicles shall make no alterations to their vehicle that effects the appearance, structure, or the operation of installed police equipment. Factory equipment radios may be installed in police vehicles by authorized personnel.*

H. Evaluation

Each officer participating in the COPP Program will maintain an accurate and up-to-date vehicle log book which will be supplied by the department. This log book is to be kept in the vehicle and is to be available for inspection at any time.

END OF POLICY NUMBER

*Darrel W. Stephens
Chief of Police*

APPENDIX D

PROGRAM CONTROL FORMS

CITY OF NEWPORT NEWS
POLICE DEPARTMENT

COMMUNITY ORIENTED POLICE PATROL PROGRAM

_____ hereby acknowledges receipt of a
officers name and comp.#
19 _____
make and type of vehicle _____ vehicle identification # _____
_____, being issued to the undersigned.
license # _____

Said vehicle will be parked at the following address:

Newport News , Virginia

Said vehicle includes the following equipment:

item	serial number
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

It is understood and agreed that the undersigned will observe all policies and procedures and any directives issued by the Newport News Police Department concerning the use of this vehicle both on-duty and off-duty. It is also understood and agreed that the assignment of this vehicle is a privilege and not a requirement, that the vehicle and equipment have been received in good condition and will be returned to the Newport News Police Department in good condition whenever so ordered.

signature of officer and comp.# _____ rank _____ date _____

signature of witness and comp.# _____ rank _____ date _____

This is to certify that the above vehicle and equipment has been received by the Newport News Police Department in good condition.

signature _____ rank _____ date _____

NEWPORT NEWS POLICE DEPARTMENT
 COMMUNITY ORIENTED POLICE PATROL PROGRAM
 MONTHLY VEHICLE INSPECTION REPORT

Officer _____ Comp. # _____ Date _____

Location of inspection _____

Vehicle # _____ Vehicle I.D. # _____ License plate # _____

Vehicle description 19 _____ Mileage _____
 COMMENTS OR REPAIRS NEEDED

- Police radio _____
- Siren & P.A. box _____
- Emergency lights _____
- Spot light _____
- Fire extinguisher _____
- Seat belts _____
- Protective shield _____
- Spare tire _____
- Flares _____
- First aid blanket _____
- Bumper jack _____
- State Inspection _____
- City sticker _____
- Calibration sheet _____
- Street index _____
- AAA motor laws _____
- "Who will help me?" _____
- Vehicle log book _____

- Oil _____
- Battery _____
- Power steering fluid _____
- Water in radiator _____
- Brake fluid _____
- Fan belts _____
- All lights _____

- Exterior of vehicle _____
- Interior of vehicle _____
- Trunk of vehicle _____
- Authorized equipment _____

 officers signature comp. # date

 supervisors signature comp. # date

APPENDIX E

FORMULAS AND FIGURES

The following appendix is intended for reference only. In an attempt to anticipate questions as to how totals were arrived at, many of the formulas used throughout the presentation of the Community Oriented Police Patrol Program are included herein.

FORMULAS

1. TOTAL MILEAGE (BASED ON TEN MONTHS)	1,297,957
2. AVERAGE MILEAGE PER VEHICLE	25,959
** TOTAL COST FOR VEHICLE OPERATIONS (BASED ON TEN MONTHS)	\$ 337,682
3. COST PER MILE(EXCLUDING DEPRECIATION)	\$.26
4. COST PER MILE(INCLUDING DEPRECIATION)	\$.35

1. ACTUAL VEHICLE MILEAGE FOR MAY 83 THROUGH MAY 84 / BY 12 * 10= 1,297,957
TOTAL VEHICLE MILES FOR TEN MONTHS.
2. TOTAL VEHICLE MILES(BASED ON 12 MONTHS) MAY 1983 THROUGH MAY 1984= 1,557,549
/ BY 60 POLICE UNITS= 25,959
3. TOTAL COST FOR VEHICLE OPERATIONS(BASED ON TEN MONTHS) / TOTAL VEHICLE
MILEAGE(BASED ON TEN MONTHS)= \$.26
4. COST OF NEW VEHICLE (10,800) - SALVAGE VALUE AT AUCTION(800) / BY
ESTIMATED VEHICLE LIFE(112,000 MILES) + .26= \$.35

** TOTAL COST FOR VEHICLE OPERATIONS BASED ON FINANCIAL ACCOUNTING SYS-
TEM REPORT, JUNE 30, 1984 FOR OPERATING EXPENSES (TEN MONTHS)

MILEAGE AVERAGES

SOUTH PATROL STAFF VEHICLES AND WATCH SUPERVISORS

total mileage 114,689 / 6 Patrol vehicles = 19,115 average miles Per
vehicle Per year.

SUPPORT UNIT VEHICLES

total mileage 39,516 / 7 Patrol vehicles = 5,645 average miles Per
vehicle Per year.

SOUTH PATROL VEHICLES

total mileage 578,864 / 28 Patrol vehicles = 20,674 average miles Per
vehicle Per year.

NORTH PATROL VEHICLES

total mileage 626,622 / 16 Patrol vehicles = 39,164 average miles Per
vehicle Per year.

NORTH PATROL SUPERVISOR VEHICLES

total mileage 110,476 / 5 Patrol vehicles = 22,095 average miles Per
vehicle Per year.

PATROL SUPPORT K-9

total mileage 87,382 / 5 Patrol vehicles = 17,476 average miles Per
vehicle Per year.

TOTAL VEHICLE MILEAGE AVERAGES

total mileage 1,557,549 / 60 Patrol vehicles = 25,959 average miles Per
vehicle Per year.

COST PER MILE TOTAL

total mileage 1,297,957(based on ten months) / \$337,682.44 operational
costs = \$.26 + 9.2 cents Per mile depreciation = 35.2 cents Per mile.

NOTE: VEHICLES INCLUDED IN AVERAGE MILEAGE FIGURES ARE ALL VEHICLES WITH
ACTUAL MILEAGE FIGURES AVAILABLE. VEHICLES PURCHASED DURING APRIL 1984
AND ANY VEHICLE WITH LESS THEN ONE MONTH REPORTED MILEAGE WAS NOT
INCLUDED. MILEAGE FIGURES ARE BASED ON VEHICLE MILEAGE CALCULATED FROM

MAY 1983 THROUGH MAY 1984.

STARTING MILEAGE 84/85

Total Patrol miles = 1,205,486 - (22 take home vehicles x 16000 miles on duty 352,000) = 853,000 miles / 33 Pool vehicles = 25,863 rounded to 26,000 miles Per Pool vehicle Per year.

STARTING MILEAGE 85/86

Total Patrol miles = 1,205,486 + 99,000 for added Personnel = 1,304,486 - (30 take home vehicles x 16,000 miles = 480,000) = 824,486 / 29 Pool vehicles = 28,430 Per Pool Patrol vehicle Per year rounded to 28,500.

STARTING MILEAGE 86/87

Total Patrol miles = 1,304,486 - (38 take home vehicles x 16,000 miles = 608,000) = 696,486 / 28 Pool Patrol vehicles = 24,874 miles Per Pool Patrol vehicle rounded to 25,000 miles.

STARTING MILEAGE 87/88

Total Patrol miles = 1,304,486 - (47 take home vehicles x 16,000 miles = 752,000) = 552,486 / 27 Pool Patrol vehicles = 20,462 miles Per Pool Patrol vehicle rounded to 20,500 miles.

STARTING MILEAGE 88/89

Total Patrol miles = 1,304,486 - (59 take home vehicles x 16,000 miles = 944,000) = 360,486 / 24 Pool Patrol vehicles = 15,020 miles Per Pool Patrol vehicle rounded to 15,000 miles.

AVERAGE VEHILCE PURCHASES

YEAR	VEHICLES PURCHASED
1980	23
1981	**
1982	28
1983	21
1984	18
TOTAL	90

AVERAGE VEHICLE PURCHASES 22.5

** 1981 PURCHASES NOT AVAILABLE
AND ARE EXCLUDED FROM VEHICLE
PURCHASE AVERAGES.

DEPRECIATION (ACTUAL)

VEHICLE COST NEW	\$10,400
SALVAGE VALUE AT AUCTION	\$ 800
	<hr/>
DEPRECIABLE VALUE	\$ 9,600

DEPRECIABLE VALUE \$9,600 / LIFESPAN 100,000
= 9.6 PER MILE DEPRECIATION.

APPENDIX F

CAPITAL IMPROVEMENT REQUEST

5 YEAR

CIP

FISCAL YEARS 1984-85 THRU 1986-87

ADMINISTRATIVE UNIT: Patrol Division/Police Department



EQUIPMENT NAME	COST CENTER	CUMULATIVE	FY 84/85	FY 85/86	FY 86/87	FUNDING SOURCE
		TOTAL UNITS TOTAL COST	UNITS COST	UNITS COST	UNITS COST	
Police Patrol Units	Police Dept. Uniform Div. 100-031015	110	23	21	22	CF
		\$1,365,642.00	\$248,400.00	\$242,676.00	\$272,030.00	
Radio/Siren Packages	Police Dept. Uniform Div. 100-031015	60	19	16	7	CF
		\$ 152,693.00	\$ 43,320.00	\$ 39,040.00	\$ 18,277.00	
Red Lights	Police Dept. Uniform Div. 100-031015	57	18	14	7	CF
		\$ 35,329.00	\$ 10,188.00	\$ 8,484.00	\$ 4,536.00	
Protective Shields	Police Dept. Uniform Div. 100-031015	77	20	8	19	CF
		\$ 27,329.00	\$ 6,180.00	\$ 2,648.00	\$ 6,726.00	
Radar Units	Police Dept. Uniform Div. 100-031015	8			8	CF
		\$ 19,200.00			\$ 19,200.00	
Totals		\$1,600,399.00	\$308,088.00	\$292,848.00	\$320,769.00	

5 YEAR
CIP

FISCAL YEARS 1984-85 THRU 1986-87

ADMINISTRATIVE UNIT: Patrol Division/Police Department



EQUIPMENT NAME	COST CENTER	CUMULATIVE TOTAL UNITS TOTAL COST	FY 87/88	FY 88/89	FY	FUNDING SOURCE
			UNITS COST	UNITS COST	UNITS COST	
Police Patrol Units	Police Dept. Uniform Div. 100-031015		22	22		CF
			\$291,082.00	\$311,454.00		
Radio/Siren Packages	Police Dept. Uniform Div. 100-031015		9	9		CF
			\$ 25,146.00	\$ 26,910.00		
Red Lights	Police Dept. Uniform Div. 100-031015		9	9		CF
			\$ 6,237.00	\$ 6,678.00		
Protective Shields	Police Dept. Uniform Div. 100-031015		15	15		CF
			\$ 5,685.00	\$ 6,090.00		
Totals			\$328,150.00	\$351,132.00		

YEAR
CIP

FISCAL YEARS 1984-85 THRU 1986-87



ADMINISTRATIVE UNIT: Patrol Division

COST CENTER: 100-031015

FY	QTY	ITEM DESCRIPTION	UNIT COST	TOTAL COST	SOURCE	JUSTIFICATION
84-85	23	Police Patrol Units	\$10,800	\$248,400	CF	First year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)
85-86	21	Police Patrol Units	\$11,556	\$242,676	CF	Second year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)
86-87	22	Police Patrol Units	\$12,365	\$272,030	CF	Third year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)
87-88	22	Police Patrol Units	\$13,231	\$291,082	CF	Fourth year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)
88-89	22	Police Patrol Units	\$14,157	\$311,454	CF	Fifth year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)

FOOT NOTE:

Police Patrol Units.

*Unit Cost Projected 7% Increase for Years 2 THRU 5



ADMINISTRATIVE UNIT: Patrol Division
COST CENTER: 100-031015

FY	QTY	ITEM DESCRIPTION	UNIT COST	TOTAL COST	SOURCE	JUSTIFICATION
84-85	19	Mobile Police Unit Radios with Electronic Siren	\$2,280	\$43,320	CF	First year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)
85-86	16	Mobile Police Unit Radios with Electronic Siren	\$2,440	\$39,040	CF	Second year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)
86-87	7	Mobile Police Unit Radios with Electronic Siren	\$2,611	\$18,277	CF	Third year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)
87-88	9	Mobile Police Unit Radios with Electronic Siren	\$2,794	\$25,146	CF	Fourth year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)
88-89	9	Mobile Police Unit Radios with Electronic Siren	\$2,990	\$26,910	CF	Fifth year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)

FOOT NOTE:

Radios with Electronic Siren for Units

* Unit Cost Projected 7% Increase for Years 2 THRU 5

7 YEAR
CIP

FISCAL YEARS 1984-85 THRU 1986-87



ADMINISTRATIVE UNIT: Patrol Division
COST CENTER: 100-031015

FY	QTY	ITEM DESCRIPTION	UNIT COST	TOTAL COST	SOURCE	JUSTIFICATION
84-85	18	Emergency Red Lights for Police Units	\$566	\$10,188	CF	First year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)
85-86	14	Emergency Red Lights for Police Units	\$606	\$8,484	CF	Second year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)
86-87	7	Emergency Red Lights for Police Units	\$648	\$4,536	CF	Third year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)
87-88	9	Emergency Red Lights for Police Units	\$693	\$6,237	CF	Fourth year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)
88-89	9	Emergency Red Lights for Police Units	\$742	\$6,090	CF	Fifth year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)

FOOT NOTE:

Emergency Red Lights

*Unit Cost Projected 7% Increase for Years 2 THRU 5

YEAR
CIP

FISCAL YEARS 1984-85 THRU 1986-87



ADMINISTRATIVE UNIT: Patrol Division

COST CENTER: 100-031015

FY	QTY	ITEM DESCRIPTION	UNIT COST	TOTAL COST	SOURCE	JUSTIFICATION
84-85	20	Protective Shield for Police Unit	\$309	\$6,180	CF	First year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)
85-86	8	Protective Shield for Police Unit	\$331	\$2,648	CF	Second year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)
86-87	19	Protective Shield for Police Unit	\$354	\$6,726	CF	Third year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)
87-88	15	Protective Shield for Police Unit	\$379	\$5,685	CF	Fourth year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)
88-89	15	Protective Shield for Police Unit	\$406	\$6,090	CF	Fifth year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)

FOOT NOTE:

Shields

*Unit Cost Projection 7% Increase for Years 2 THRU 5

YEAR
CIP

FISCAL YEARS 1984-85 THRU 1986-87



ADMINISTRATIVE UNIT: Patrol Division

COST CENTER: 100-031015

FY	QTY	ITEM DESCRIPTION	UNIT COST	TOTAL COST	SOURCE	JUSTIFICATION
86-87	8	K R 11 Radar Units	\$2,400	\$19,200	CF	Third year phase-in for take home police vehicle plan for uniform division. *(See attached Justification)

FOOT NOTE:

Radar

*Unit Projected 7% Increase per YEAR.