

City of ALBUQUERQUE
POLICE

**Albuquerque Police Department
Cost Reduction Plan
City Council Resolution
R-10-52**

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Executive Summary

Per City Council Resolution R-10-52, the Albuquerque Police Department (APD) conducted a comprehensive cost reduction plan for maintaining and replacing the APD fleet. The following plan evaluates the current fleet including average miles driven per year, maintenance costs, fuel costs, crash costs, replacement costs, and an assessment of the current Take Home Vehicle Plan afforded to APD personnel. The assessment of the Take Home Vehicle Plan illustrates the history of the program; cost analysis; positive and negative impact on the community, department and personnel; program administration; and proposed recommendations and amendments to the current Take Home Vehicle Plan.

The cost reduction plan concluded the associated costs of maintaining the department fleet ran the gamut of \$9.4 million to \$12 million over the past three fiscal years. Department fleet costs can be categorized as capital expenditures for the acquisition and replacement of police vehicles and operational expenditures for fuel, maintenance and crash-related expenses. To implement an effective cost reduction plan, the Department must reduce costs of capital and operating expenditures for the fleet. The greatest cost savings can be experienced through acquisition of competitively priced vehicles, minimization of vehicle wear and mileage, crash reduction, and a cost effective maintenance strategy.

The cost reduction plan determined that imposing a county or city residency requirement and implementing stricter controls and accountability on the current APD Take Home Vehicle Program will achieve cost savings, but will negatively impact personnel due to the loss of a benefit, organizational culture and historical practices.

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Fleet Report

Fleet Overview

- The current cost of a Ford Crown Victoria fully-marked and equipped, pursuit-rated police vehicle is \$36,437.75. A non-pursuit-rated Chevrolet Impala equipped with only a police radio currently costs \$18,617.00.
- APD spent \$2,833,885 in FY09 for new marked and unmarked police vehicles and \$3,119,832 in maintenance costs. The total cost for fuel in FY09 was \$3,445,389. Total fleet operating costs for FY09 was \$9,399,106, not including fleet financial claims.
- APD spent \$5,059,412 in FY08 for new marked and unmarked police vehicles and \$2,517,387 in maintenance costs. The total cost for fuel in FY08 was \$3,664,813. Total fleet operating costs for FY08 was \$11,241,612, not including fleet financial claims.
- APD spent \$6,747,472 in FY07 for new marked and unmarked police vehicles and \$2,502,905 in maintenance costs. The total cost for fuel in FY07 was \$2,752,179. Total fleet operating costs for FY07 was \$12,002,556, not including fleet financial claims.
- FY09's fleet financial claims totaled \$786,167.69, with an average of \$2,219.81 per claim.
- The average police fleet vehicle is driven 18,500 miles per year.
- The average police fleet vehicle uses 120.16 gallons of fuel per month.
- Based on a random study of twenty APD officers who live within the city limits, the average officer drives 13.6 miles round trip per day to and from work.
- A study of all 227 APD officers who live outside the city limits determined that the average mileage for those officers is 43 miles round trip per day to and from work.
- A study of APD officers who live outside the city limits, but within 10 miles of the city limit determined that the average mileage is 43 miles round trip per day to and from work. 160 APD officers fall into this category.
- A study of APD officers who live outside the city limits and live further than 10 miles from the city limit determined the average mileage for those officers is 63 miles round trip per day to and from work. 67 officers fall into this category.
- The APD fleet currently consists of 765 marked units, 225 unmarked units, and 331 specialty vehicles (including motorcycles, open-space vehicles, aircraft, watercraft, museum vehicles, and PSA vehicles).

Preventive Maintenance Costs and Schedules

To gain an understanding of the operating costs of the department's fleet, it is imperative to detail the maintenance schedule and billing processes. APD schedules each vehicle for preventive maintenance (PM) every 5,000 miles. The maintenance schedule for all vehicles is conducted at 5,000 mile increments and includes the completion of three PM A's at 5,000, 10,000 and 15,000 miles; PM B's at 20,000 miles; three more PM A's at 25,000, 30,000 and 35,000 miles; and PM C at 40,000 miles. The PM schedule then repeats itself through the vehicle's lifecycle.

City Fleet bills the Department for preventive maintenance by miles driven per month, whether or not maintenance was performed. Marked police vehicles are billed as follows:

- o 2006 - 2010 model vehicles @ \$0.075 per miles driven in a given month.
- o 1990 - 2005 model vehicles @ \$0.194 per miles driven in a given month.
- o Vehicles with 100,000+ miles and/or over ten years old are billed at actual cost, (PM A is \$45.00, PM B is \$250.00, and PM C is \$400.00).

For example, vehicle "J20" (2008) that drove 1,500 miles in March would cost \$112.50 ($1,500 \times \0.075) for the appropriate PM. If any other maintenance is required that month like replacement of tires, brakes, batteries, etc. the cost would remain \$112.50. If the same vehicle accumulated another 1,500 miles in April and had no work done, the department would be charged \$112.50.

If "F41" (2005) accumulated 1,600 miles in March and came to the shop for the appropriate PM, the cost would be \$310.40 ($1,600 \times \0.194) including any other service provided that month. If the same vehicle accumulated 1,600 miles in April and did not have any work done, the department would be charged \$310.40.

Vehicles that are ten years old and/or have 100,000+ miles are billed at actual cost. If "A55" (2000) with 150,000 miles came in for a PM A, the cost would be approximately \$45.00, PM B approximately \$250.00, and PM C approximately \$400.00. Additional work like brakes, tires, windshields, etc. is also charged at actual cost. If the same vehicle did not have any work done for any given month, there would be no charge.

Routine Maintenance Performed for the respective PM's

PM A

Lube Chassis

Change Oil and Filter

Check/Top off all fluid levels

Visual check brakes

Inspect suspension parts for looseness /Wear

Check and adjust air pressure/Tread/Wear/Torque lugs to specs

Inspect all belts for wear if needed

Inspect radiator/Heater hoses
Inspect battery and terminals
Inspect vehicle graphics (If any)
Inspect vehicle for damage
Check operation of all lights (Inc emergency lighting if any)
Perform minor repairs (Hose bulb wiper etc.)
Inspect air filter/Replace if needed

PM B

All services performed in PM A and:
Inspect brakes-pull wheels/Caliphs & cylinder operation/Check for leaks
Rotate tires
Service transmission with Power Flush machine
Replace fuel filter Replace breather element (As needed)
Replace PVC valve

PM C

All services performed in PM B and:
Check differential Fluid level
Flush cooling system with power flush machine
Rack and pinion/Power steering flush and fluid change
Tune-up engine as needed

Outsourcing

The following examples are based on a price list provided by an approved local maintenance shop:

If "J20" (2008) went to an approved local maintenance shop for a PM A and front / rear brake pads were required; the cost would be \$741.60. If the same vehicle went back to the same shop for more repairs during the same month additional charges would apply.

In another example, if "F41" (2005) went to an approved local maintenance shop for a PM B and front / rear brake pads were required, the cost would be \$914.07. Again, additional charges would apply if the same vehicle went back for more repairs during the same month.

Based on a 2006 through 2010 model year vehicle, the average number of miles an officer puts on a vehicle per year is 18,500 miles, resulting in an average of four PM's required per year. The cost to outsource four PM's is \$1,106.74. The total does not include any additional work like replacement of tires, batteries, brakes, etc. The cost to perform four PM's in-house is \$1,387.50 (18,500 x \$0.075). The difference between the two totals is \$280.76. However, service performed in-house includes normal wear and tear items like tires, batteries, brakes, or any other part that needs repair or replacement that is not covered under warranty.

Maintenance Recommendations

APD recommends maintaining our current fleet maintenance operation. Outsourcing should only be used when a specific repair cannot be performed in-house. Based on the examples given, a significant savings could be achieved by limiting the work being outsourced. Replacing vehicles every 75,000 to 80,000 miles would be cost effective due to the expense of vehicles not under warranty. By rotating vehicles out every 75,000 to 80,000 miles, the Department maximizes the life of the vehicle spent on the streets, and the vehicles have a greater resale value. A combined effort will help reduce the operational and capital costs of maintaining the police fleet.

Fuel

Fuel consumption is a significant expense for the Department and it is compounded by increasing and/or fluctuating fuel costs. To offset this, the Department should continue to monitor fuel usage to identify variances and cost saving measures. The transition away from E85 fuel will have a positive impact.

The Department has the ability to impose gas allotments on personnel in order to minimize consumption. However, the imposition of gas allotments can curtail delivery of service. The Department should encourage and implement deployment of two-officer units when feasible. Two-officer units can be deployed during peak staffing days and times, areas with high call volume requiring two-officer dispatch and response to some specialized events.

Vehicle Purchases

The Department recently conducted an evaluation of the costs and characteristics of the five top vehicles that are used for police service. The main factor on what vehicle the Department purchases cannot be made solely on cost. The performance, capabilities, ergonomics, fuel efficiency, availability, acquisition time, and warranty are other practical considerations that factor into the equation.

The Department should continue the acquisition of full-size patrol vehicles for the marked vehicle fleet and minimize the purchase of sport utility and four wheel drive vehicles. The Department should transition away from sport utility vehicles for patrol sergeants and lieutenants and revert back to full size patrol vehicles for both. The Department should maintain the appropriate tactical units such as SWAT, K9, EOD and Open Space with sport utility vehicles. The use of four wheel drive vehicles should be limited to Open Space personnel. The procurement of four wheel drive vehicles for the Auto Theft Unit should be curtailed. The investigative and administrative units within the organization should be provided appropriate mid-size vehicles with a combination of four and six cylinder engine packages. The acquisition of pursuit rated vehicles should be limited to the marked patrol and tactical functions.

To save capital costs on vehicle purchases, the Department must also be afforded the ability to utilize a competitive process that includes local vendors and those outside the locale on all aspects of vehicle purchases and retrofitting to ensure competitive pricing.

Accident Data/Policy/Training

As part of the APD Academy training curriculum, cadets receive a four hour classroom instruction on the Defensive Driving Course (DDC); which is the administrative requirement for obtaining a City Operator Permit, and 40 hours for the Emergency Vehicle Operations Course as required by the New Mexico Department of Public Safety. The emergency vehicle operation training encompasses 16 hours of classroom instruction and 24 hours of driving instruction. Upon successful completion of the APD Academy training and three months of on the job training (OJT), the officer is authorized to independently operate a police vehicle.

All officers and civilian employees are required to complete a refresher DDC training every four years in accordance with City policy. Officers are afforded online training, and civilian employees are provided classroom instruction.

In the event that an APD employee is involved in an accident while operating a City vehicle, the following steps occur:

1. A supervisor and field investigator are called out to the scene for investigation and photographic documentation.
2. If injury or disabling damage to vehicles occurs, the employee is subject to mandatory alcohol/drug testing.
3. The vehicle is taken to Fleet Maintenance for assessment and repair or replacement.
4. APD Safety Review Board reviews the accident to determine if the accident was preventable or non-preventable based on National Safety Council Guidelines.
5. If the accident is found to be preventable, the driver is subject to progressive disciplinary action and/or training.
6. All vehicle accidents reviewed are sent to the City Fleet Safety Officer for documentation and point assessment as required.

The Department recently conducted a collision analysis report that concluded the following:

- o Police vehicles are involved in accidents an average of 20 times per month.
- o Officers with one to two years of experience account for 33% of all accidents.
- o The majority of accidents (74%) occur while the vehicle's emergency equipment is not in operation.
- o The average cost per claim was \$2219.81, and the total cost of all claims for a one-year period was approximately \$780,000.

Take Home Vehicle Program Evaluation

The following timeline details the APD's Take Home Vehicle Program and the primary considerations for eligibility:

- 1978
 - Advent of the Take Home Car Program
- 1979-1994
 - All sworn officers are provided a take home vehicle without a City or County residency requirement.
- Pre 1994
 - The Take Home Car Program policy was not included in the COA/APOA collective bargaining agreement.
- 1994/1997 and 1997/1999
 - Contracts-Language governing the program was included.
- 2000/2001 Contract
 - The agreement required officers who participated in the program to live within 30 miles of the city limits. Officers who lived outside the 30 mile limit prior to May 1993 were exempt from this restriction, (i.e. grandfather clause).
- 2002/2003 and 2003/2006 Contracts
 - The agreement required officers who participated in the program to live within 30 miles of the city limits. Officers who lived outside the 30 mile limit prior to May 1993 were exempt from this restriction, (i.e. grandfather clause). In addition, the agreement required officers hired after June 2, 2001 to live within the city limits to be eligible for the program.
- 2006/2008 and 2008/2011 Contracts
 - The agreements authorized any officer living within 10 miles of the Bernalillo County line the use of a take home vehicle.

APD reviewed take home car information from the Oklahoma City Police Department and the Tacoma Police Department. The Tacoma study determined a take home vehicle averaged half the amount of miles traveled on a pool car within a year. The vehicles were also replaced once they accumulated 89,000 miles of use. Thus, an assigned car would be in service for nearly double the amount of years compared to a pool car. Operation comparisons were also made for fuel, tires and routine maintenance. Their annual per vehicle operating costs for an assigned vehicle was \$28,100, compared to a pool car average cost of \$81,700. The reduced cost was due to 62% fuel cost savings, 76% less for tire replacement, and a 66% reduction in routine maintenance.

The study concluded the operating costs were less for a fully assigned fleet than for a pool fleet. However, the study did not appear to delineate the cost associated with the assigned fleet utilized in an off-duty capacity or while in transit. Overall, when factoring in capital costs, the study concluded the cost of a fully assigned fleet exceeded that of a pool fleet.

The Department currently maintains a fleet of over 1,300 vehicles that includes command posts, specialty vehicles, marked patrol vehicles, unmarked vehicles, motorcycles, aircraft and watercraft. The Department would experience initial savings on the capital cost of vehicles due to the existing fleet size with an immediate transition to a pool fleet. Storing fully operational vehicles would be an imprudent use of acquired resources. In addition, transitioning away from a take home vehicle program to a pool vehicle program would result in tremendous capital costs if the decision to revert back to a take home vehicle program were implemented.

Other variables should be considered when evaluating the efficiency and effectiveness of a take home vehicle program. According to the Tacoma study, officers assigned take home cars spent an average of five minutes to prepare for their shift. Officers who used the pool car program averaged 25 minutes to get a vehicle, inspect it, put their equipment in the car, and stow personal belongings. The result is that an officer with a take home car spends 58 more hours on the street per year than an officer with a pool car.

Currently, APD averages about 10-15 minutes for deployment from the start of the shift with the take home vehicle program. The 10-15 minute period is utilized to account for officers working, provide updated information to officers, facilitate a shift change and conduct a myriad of administrative tasks. The officers are also available for immediate deployment while in transit or at the start of the shift if the situation necessitates itself.

The Department does not have adequate parking infrastructure to accommodate both the police fleet and employee parking at five of the six area commands. Once the Sixth Area Command is completed, it will be the sole substation with sufficient parking to accommodate this need.

The Department does not have suitable locker room facilities to store equipment and/or provide a facility for all uniformed personnel to change into uniform at the start or end of shift. In the past year, U.S. District Court Judge Gary Fees ruled the Los Angeles Police Department should pay their officers for the time it takes to put on their uniforms and safety equipment because "police uniforms convey and legitimize authority, increase officer safety and help deter crime." This ruling has not necessarily impacted department practices and policies across the country, but it does illustrate the potential for litigation and an adverse ruling for the City resulting from full elimination of the Take Home Vehicle Program.

Although not quantified, the capital costs associated with providing adequate parking infrastructure and locker room facilities is extensive. The impact on the work hours and shift exchange would also be significant.

As an aside, officers in transit to and from work in full uniform in personal vehicles create an adverse officer safety situation should a need for immediate response arise. Officers with a take home car provide a community presence, deterrent to criminal activity, improved citizen perception of safety, and enhanced access to department resources while to and from work.

As an alternative to outright abolishing the Take Home Vehicle Program, limiting the program to those residing within Albuquerque municipal boundaries will exclude approximately 227 officers from participation in the Take Home Vehicle Program. A second option would be to reduce the boundary; requiring personnel to live within 10 miles of the city limits, which would exclude 67 officers from participation in the Take Home Vehicle Program.

The Department's Fiscal Manager determined that the cost of the Take Home Vehicle Program is 68 cents per mile, per vehicle. The standard is derived by an evaluation of vehicle depreciation, fuel usage, and maintenance. The standard does not account for the fact that the vehicles are self-insured by the City, which would increase the cost. Employing the formula, 43 (average daily round trip miles for out of city commuters) x 5 (days per workweek) x 48 (weeks worked per year less vacation) x 227 (out of city commuters) x .68 (cost per mile) = \$1,592,995.20.

Similarly, utilizing the IRS 2010 Standard Mileage Rates of 50 cents per mile for business miles driven, the Department can quantify the potential cost to the City and benefit to the employee. Employing the formula, 43 (average daily round trip miles for out of city commuters) x 5 (days per workweek) x 48 (weeks worked per year less vacation) x 227 (out of city commuters) x .50 (cost per mile) = \$1,171,320.00.

Imposing a 10-mile from the city limit rule and allowing those within the 10-mile border to maintain the take home privilege can make the following calculation: Employing the formula, 63 (average daily round trip miles for out of city commuters) x 5 (days per workweek) x 48 (weeks worked per year less vacation) x 67 (out of city commuters greater than 10 miles) x .68 (cost per mile) = \$688,867.20.

Limiting the use of take home vehicles to employees who live within the city or within 10 miles of city boundaries will decrease the number of vehicles commuting outside the city limit, thereby reducing fleet operating costs. The estimated fiscal impact would be \$1,592,995.20 for implementing the city limit requirement and \$688,867.20 for implementing the 10-mile rule from the city limit requirement. The result would be a decrease in police presence of officers commuting to and from work and would inhibit immediate deployment of those who reside outside the newly established parameters. However, outside of Bernalillo County, APD officers are not routinely cross-commissioned and therefore do not have jurisdiction.

Other proposed changes would limit the use of take home vehicles for business purposes only, including conveyance to and from work and no personal use trips. However, an employee would be permitted to transport their children for school/daycare purposes, only while the employee is en-route to and from work. Take home vehicles would not be authorized for conveyance to and from part-time employment, recreational purposes or non-duty related functions. Off-duty employees may use their take home vehicles for official business only, including court, training, maintenance, etc. The result would be a reduction in mileage for non-duty related functions, decreased maintenance costs, and greater accountability of department resources.

Duty assignment of personnel should also be considered. The greatest impact of the Take Home Vehicle Program is the presence of fully marked police vehicles in the community. Purely administrative assignments that do not require the daily use of a vehicle should be precluded from participation in the program. The assignment of take home vehicles for civilian employees should not be utilized as a benefit. Only those employees whose function necessitates an immediate response to a call for service should be included. Adopting such a policy would eliminate the assignment of a take home vehicle to approximately 30 civilian employees. Eligibility to participate in the program should be determined solely by the Chief of Police.

Only primary on-call status employees are permitted to use their take home vehicle for unofficial business. Primary on-call employees carry all the equipment necessary for a call-out including uniform, vest, and duty belt in their vehicle in order to execute a quick response. Employees operating these vehicles exercise good judgment in utilizing it, and will not drive or use the vehicle so as to cause unfavorable comment, or reflect discredit on the Department. Primary on-call status of employees for purposes of utilizing a take home vehicle rests solely with the Chief of Police.

Employees will be prohibited from having passengers in the vehicle unless the passenger is a department sworn law enforcement officer. The only exception is the transportation of the employee's children for school/daycare purposes while the employee is en-route to and from work. Passengers will not be permitted in the department vehicle even during on-call status.

Patrolman 2nd Class (P2C) officers account for the highest percentage of accidents. P2C's will drive pool cars assigned to substations until they have completed their one-year probationary period. The goal is to reduce the number of accidents and help instill a more responsible view of vehicle maintenance and usage.

Employees who are on restricted duty (injury leave, administrative leave, administrative assignment, FMLA, military leave) or otherwise not in an unrestricted duty capacity and will be out of service for more than five days will turn in their vehicle. Once the employee returns to full duty, a vehicle will be re-issued to the employee. Having cars available to full duty employees who need maintenance will help eliminate time spent waiting for maintenance and keep employees in service longer.

Officers who are not eligible to participate in the Take Home Vehicle Program will be required to park their assigned vehicle at their duty station. Doing so increases the accountability of the vehicle and provides access to the vehicle as a pool vehicle.

The take home vehicle program should be excluded from the recruiting campaign.

The current Take Home Vehicle Program serves as a benefit to the City of Albuquerque and the employee alike. Fully marked patrol vehicles serve as a deterrent to criminal behavior within the Albuquerque community. The impact on personnel affected, coupled

with reported salary decreases will be adversely received. The monetary impact on employees is substantial, and the breadth of the impact is dependent on the employee's financial position. Employees may contend that a "grandfather clause" should apply, and the imposition of the new restrictions should only affect future employees.

Recommended Take Home Policy Changes

The Department has evaluated the Take Home Vehicle Program and recommends the following modifications. The program is governed under the COA/Albuquerque Police Officers Association (APOA) Collective Bargaining Agreement. Section 25.1 of the COA/APOA Collective Bargaining Agreement reads that the continuation of the program is the sole prerogative of the Chief of Police. If the Chief of Police decides to discontinue the program, he shall give the APOA 45 days advance notice. During the 45 days, the Chief of Police and the Association are required to meet and attempt to solve problems relating to the program in an effort to continue the program. The agreement also states that nothing precludes the Chief from discontinuing the program and then implementing a new program after the 45-day notice has expired.

Section 25.1 and 25.2

- o No changes

Section 25.3.1

- o The right to limit or deny participation in this program is reserved to the Chief of Police. The right to limit or deny participation in this program includes, but is not limited to, requiring residency within the city limits, duty assignment, driving history, discipline history, violation of the take home policy and duty status.

Section 25.3.2

- o No changes

Section 25.3.3

- o Officers who reside within the City of Albuquerque municipal boundaries may participate in the take home car program. Officers living outside of this limit may apply to the Chief of Police for special consideration. The Chief's decision shall be final and not subject to appeal under this Agreement's grievance procedure.

Section 25.4.1

- o No changes

Section 25.4.2

- o No changes

Section 25.4.3

- o A vehicle may be taken from an officer for other infractions not listed, and the appeal process will be the same. The following are examples that may result in

suspension from the program in addition to disciplinary action: vehicle abuse through neglect or carelessness; involved in three or more preventable accidents within a year; personal use of the vehicle; and any violation of the take home vehicle program.

Section 25.4.3.1

- The following are examples of actions that may result in revocation from the program in addition to disciplinary action: multiple violations of the take home vehicle program; serious abuse of the vehicle through neglect or recklessness; vehicle accident occurring while in violation of the program; falsification of home address for program eligibility; relocating outside the program boundaries and not voluntarily notifying chain of command and surrendering take home vehicle privileges; and use of the vehicle involving alcohol.

Section 25.4.4 Sanctions:

- 1st Infraction in a 12-month period-30 calendar day suspension of take home privileges
- 2nd Infraction in a 12-month period-6 month suspension of take home privileges
- 3rd Infraction-Permanent revocation of take home privileges

Section 25.4.5

- No changes

Section 25.4.6

- No changes

Section 25.4.6.1

- No changes

Delete Sections 25.4.6.2-9 and replace with:

Section 25.4.6.2

- If the officer wishes to appeal the sanction, he/she must submit a letter through his/her chain of command to the Chief of Police within five calendar days upon receipt of notice of sanction. The Chief of Police has the sole discretion in amending or modifying the decision and will notify the employee of the final decision within 10 calendar days upon receipt of the appeal. The Chief's decision will be binding and not subject to further appeal.

Implementation

The program as outlined in the collective bargaining agreement can be amended, modified or recreated with a 45-day notice to the APOA. To minimize the adverse impact of changes on employees, a minimum of a 90-day notice should be provided to employees to inform them of the changes and allow greater time for adjustment.

Council Resolution

**CITY COUNCIL
OF THE
CITY OF ALBUQUERQUE**

May 3, 2010

FLOOR AMENDMENT NO. _____ TO BILL NO. R-10-52

AMENDMENT SPONSORED BY COUNCILOR: Winter

1. On page 2, delete lines 23 through 24 and insert in lieu thereof:

Section 2. The plan shall be submitted to the Council as an Executive Communication Report within 2-weeks of the adoption of this Resolution.

Justification: This amendment moves up the report submission date by two weeks in order to have the information prior to the Committee of the Whole (COW) 2011 Budget Mark-up Session scheduled for May 20, 2010.

Mileage Data

10 Mile Distance from Albuquerque Boundary Scenario

Data used for this analysis came from a number of sources to help address the concerns and questions about take-home vehicles by officers of the Albuquerque Police Department. Exhibit A represents known address of officer residences within and outside of a 10 mile buffer from the Albuquerque jurisdictional boundary.

The data represented on the map was developed from information obtained

from the Albuquerque Police Department and Mid-Region Council of Government (MRCOG). Officer house location was spatially represented to depict the

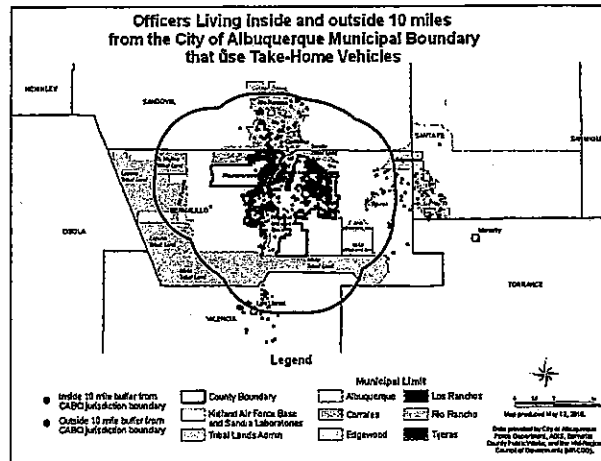


Table 1. Officers with Take-Home Vehicles Outside and Within a 10 Mile Region from the Albuquerque Jurisdiction Boundary

City	Outside 10 Miles of Albuquerque		Within 10 Miles of Albuquerque		Grand Total
Albuquerque	0	0%	854	79%	854
Bernalillo	0	0%	5	0%	5
Bosque Farms	0	0%	11	1%	11
Cedar Crest	0	0%	3	0%	3
Corrales	0	0%	5	0%	5
Edgewood	23	2%	2	0%	25
Los Lunas	27	2%	10	1%	37
Moriarty	4	0%	0	0%	4
Peralta	0	0%	6	1%	6
Placitas	0	0%	2	0%	2
Rio Rancho	0	0%	91	8%	91
San Ysidro	1	0%	0	0%	1
Sandia Park	3	0%	7	1%	10
Stanley	1	0%	0	0%	1
Tijeras	8	1%	18	2%	26
Grand Total	67	6%	1014	94%	1081

location of the officer residence and if they are inside or outside of the 10 mile region from the jurisdictional boundary of Albuquerque. This was performed within a GIS application through a process of matching the officer address to a known spatial address from a street network. If a Post Office Box was provided for a community that is near the 10 mile limit, it was determined to be within the limit. This mainly applied

to Edgewood and Los Lunas.

The information in the GIS was assigned a value to indicate if the address was within or outside of the 10 mile limit. Table 1 illustrates this information. Of the total officers with take-home vehicles, 94 percent are within the 10 mile limit. The majority (79 percent) live within Albuquerque and Rio Rancho (8 percent). Those who do not live within the 10 mile limit, mainly live within Edgewood and Los Lunas.

Table 2. Average Round Trip Miles of Take-Home Vehicles Outside and Within a 10 Mile Region from the Albuquerque Jurisdiction Boundary		
	Average Round Trip from House Address to Police Station (Miles)	
City	Outside 10 Miles of Albuquerque	Outside of Albuquerque and within the 10 mile Region
<i>Bernalillo</i>	-	35.60
<i>Bosque Farms</i>	-	42.73
<i>Cedar Crest</i>	-	43.33
<i>Corrales</i>	-	20.40
<i>Edgewood</i>	55.83	59.00
<i>Los Lunas</i>	58.07	56.00
<i>Moriarty</i>	86.00	-
<i>Peralta</i>	-	48.67
<i>Placitas</i>	48.00	44.00
<i>Rio Rancho</i>	-	31.78
<i>San Ysidro*</i>	86.00	-
<i>Sandia Park</i>	55.00	52.00
<i>Stanley*</i>	74.00	-
<i>Tijeras</i>	42.00	43.00
Average Round Trip Miles for All Communities	63.11	43.32
Average Round Trip Miles Excluding San Ysidro and Stanley	57.48	

* One officer with a take-home vehicle.

the 10 mile region and outside of Albuquerque.

The round trip in miles of each officer from their home to their assigned police station were taken into consideration and averaged. Table 2 represents this information as round trip averages by community for those officers that live beyond the 10 mile region from the Albuquerque municipal limits, and those who live outside of Albuquerque, but within the 10 mile region from the municipal limits. Rio Rancho is second to Albuquerque in terms of the number of officers with take-home vehicles. The 8 percent of officers with take-home vehicles that live in Rio Rancho average 31.78 miles roundtrip. Los Lunas and Edgewood both have 2 percent of officers who live in these communities with take-home vehicles that are beyond the 10 mile region from Albuquerque. The average round trip for those in Los Lunas is 58.07 miles and Edgewood is 55.83 miles. Averaging all communities listed in Table 2 for outside of Albuquerque and within the 10 mile region is 43.32 miles. This is about 20 miles less than those who live outside the 10 mile region that averages 63.11 miles. Both San Ysidro and Stanley have one officer with a take-home vehicle, if these were excluded from the overall average, the round trip would be an average of 57.48 miles. This is closer to a 15 mile difference from those within

DISTANCE FOR OFFICERS LIVING OUTSIDE THE CITY LIMITS

ASSIGNMENT	CITY	STATE	DISTANCE BETWEEN SUB/HOME(MILES)	
FS/NE/JC/T7	BERNALILLO	NM	15	
AS/BASIC TRAINING	BERNALILLO	NM	15	
SS/SPECIAL OPER	BERNALILLO	NM	18	
IS/CID/PC/BURGLARY	BERNALILLO	NM	18	
FS/FH/JR	BERNALILLO	NM	23	89
BERNALILLO TOTAL=5				
FS/VA/GC/T6	BOSQUE FARMS	NM	23	
FS/SE/PC/T8	BOSQUE FARMS	NM	20	
SS/BOMBS	BOSQUE FARMS	NM	21	
FS/VA/GC/T2	BOSQUE FARMS	NM	22	
SS/SWAT	BOSQUE FARMS	NM	21	
FS/FH/JR/T1	BOSQUE FARMS	NM	24	
FS/SW/SM/T4	BOSQUE FARMS	NM	17	
FS/NE/JC/T8	BOSQUE FARMS	NM	26	
FS/SE/PC/T9	BOSQUE FARMS	NM	20	
IS/CID/VC/SC	BOSQUE FARMS	NM	18	
FS/VA/GC/IMPACT	BOSQUE FARMS	NM	23	235
BOSQUE FARMS TOTAL=11				
FS/VA/GC/T7	CEDAR CREST	NM	21	
SS/DWI	CEDAR CREST	NM	22	
FS/VA/GC/T3	CEDAR CREST	NM	22	65
CEDAR CREST TOTAL=3				
FS/SE/PC/T1	CORRALES	NM	15	
IS/SID/NARC/VA	CORRALES	NM	11	
SS/OPEN SPACE	CORRALES	NM	7	
AS/BACKGROUND INVES	CORRALES	NM	10	
IS/CID/VC/JUV/SRO	CORRALES	NM	8	51
CORRALES TOTAL=5				
FS/FH/JR/CNAU	EDGEWOOD	NM	24	
FS/VA/GC/T5	EDGEWOOD	NM	33	
ADMIN LEAVE	EDGEWOOD	NM	25	
FS/FH/JR/IMPACT	EDGEWOOD	NM	21	
FS/SE/PC/T7	EDGEWOOD	NM	26	
FS/FH/JR/T6	EDGEWOOD	NM	25	
IS/CID/VC/JUV/SRO	EDGEWOOD	NM	27	
IS/CID/VC/MP	EDGEWOOD	NM	31	
SS/CRIME LAB	EDGEWOOD	NM	32	
FS/NE/JC/CNAU	EDGEWOOD	NM	28	
IS/CID/PC/AT	EDGEWOOD	NM	31	
FS/SW/SM/T7	EDGEWOOD	NM	34	
CO/IA	EDGEWOOD	NM	25	
FS/VA/GC/T7	EDGEWOOD	NM	32	
FS/NE/JC/T6	EDGEWOOD	NM	28	

FS/NE/JC/T7	EDGEWOOD	NM	28	
FS/NE/JC/T6	EDGEWOOD	NM	29	
FS/FH/JR/T4	EDGEWOOD	NM	24	
FS/SE/PC/T7	EDGEWOOD	NM	25	
SS/CRIME/FI3	EDGEWOOD	NM	29	
SS/CRIME LAB	EDGEWOOD	NM	30	
FS/NE/JC/T5	EDGEWOOD	NM	28	
FS/NE/JC/T1	EDGEWOOD	NM	31	
FS/SE/PC/T2	EDGEWOOD	NM	25	
IS/CID/VC/JUV/SRO	EDGEWOOD	NM	30	701

EDGEWOOD TOTAL=25

IS/CID/JUV/CED/RCFL	LOS LUNAS	NM	22	
IS/CID/VC/ROBBERY	LOS LUNAS	NM	22	
FS/NE/JC/T3	LOS LUNAS	NM	30	
FS/FH/JR/T1	LOS LUNAS	NM	30	
FS/SE/PC/T8	LOS LUNAS	NM	24	
SS/BOMBS	LOS LUNAS	NM	26	
FS/SE/PC/T6	LOS LUNAS	NM	25	
FS/VA/GC/T3	LOS LUNAS	NM	27	
FS/SE/PC/T4	LOS LUNAS	NM	25	
FS/FH/JR/T5	LOS LUNAS	NM	32	
FS/VA/GC/T9	LOS LUNAS	NM	41	
FS/SW/SM/T6	LOS LUNAS	NM	22	
SS/SWAT	LOS LUNAS	NM	30	
FS/FH/JR/T8	LOS LUNAS	NM	34	
FS/SE/PC/T4	LOS LUNAS	NM	25	
FS/FH/JR/T8	LOS LUNAS	N	32	
FS/FH/JR/T8	LOS LUNAS	NM	33	
IS/CID/VC/HOMICIDE	LOS LUNAS	NM	24	
IS/SID/ROP	LOS LUNAS	NM	25	
FS/FH/JR/T7	LOS LUNAS	NM	27	
FS/NW/NW/T9	LOS LUNAS	NM	36	
FS/FH/JR	LOS LUNAS	NM	32	
FS/VA/GC/T8	LOS LUNAS	NM	28	
SS/DWI	LOS LUNAS	NM	28	
FS/FH/JR/T9	LOS LUNAS	NM	43	
FS/SW/SM/IMPACT	LOS LUNAS	NM	30	
IS/CID/VC/JUV/CED	LOS LUNAS	NM	22	
FS/SE/PC/T5	LOS LUNAS	NM	25	
FS/VA/GC/T5	LOS LUNAS	NM	29	
FS/SW/SM/IMPACT	LOS LUNAS	NM	22	
FS/SE/PC/T3	LOS LUNAS	NM	25	
FS/SE/PC/T1	LOS LUNAS	NM	37	
FS/VA/GC/10	LOS LUNAS	NM	29	
FS/VA/GC/T6	LOS LUNAS	NM	30	
FS/SE/PC/T9	LOS LUNAS	NM	30	
AS/SS/INFO TECH	LOS LUNAS	NM	29	
SS/TRAFFIC/SAFETY	LOS LUNAS	NM	33	1064

LOS LUNAS TOTAL=37

FS/SW/SM/T5	RIO RANCHO	NM	24
FS/SW/SM/T4	RIO RANCHO	NM	14
SS/K-9	RIO RANCHO	NM	16
CO/IA	RIO RANCHO	NM	21
IS/CID/VC/JUV/CACU	RIO RANCHO	NM	20
FS/NE/JC/T9	RIO RANCHO	NM	14
FS/NW/NW/T5	RIO RANCHO	NM	7
IS/CID/PC	RIO RANCHO	NM	22
FS/NW/NW/T6	RIO RANCHO	NM	6
FS/VA/GC/T4	RIO RANCHO	NM	12
FS/NW/NW/T9	RIO RANCHO	NM	7
SS/Horse Unit	RIO RANCHO	NM	10
IS/SID/ROP	RIO RANCHO	NM	22
FS/NE/JC/IMPACT	RIO RANCHO	NM	14
FS/SW/SM/T9	RIO RANCHO	NM	13
FS/NE/JC/T7	RIO RANCHO	NM	14
IS/CID/VC/JUV/CACU	RIO RANCHO	NM	14
IS/CID/VC/ROBBERY	RIO RANCHO	NM	16
FS/NW/NW/T8	RIO RANCHO	NM	4
FS/NE/JC/T8	RIO RANCHO	NM	22
SS/SWAT	RIO RANCHO	NM	20
FS/NW/NW/T7	RIO RANCHO	NM	2
FS/FH/JR/T6	RIO RANCHO	NM	21
FS/VA/GC/T3	RIO RANCHO	NM	14
FS/NW/NW/T5	RIO RANCHO	NM	7
IS/CID/VC/DV	RIO RANCHO	NM	14
IS/SID/NARC/ES	RIO RANCHO	NM	20
IS/CID/PC/BURGLARY	RIO RANCHO	NM	10
ADMIN LEAVE	RIO RANCHO	NM	15
FS/NW/NW/T3	RIO RANCHO	NM	3
FS/VA/GC/T9	RIO RANCHO	NM	18
FS/NE/JC/T10	RIO RANCHO	NM	19
CO/INSPECT/ACCRED	RIO RANCHO	NM	21
IS/CID/VC/SC	RIO RANCHO	NM	15
FS/FH/JR/T1	RIO RANCHO	NM	27
IS/SID/MRGV TASK	RIO RANCHO	NM	10
FS/VA/GC/T3	RIO RANCHO	NM	16
FS/NW/NW/T6	RIO RANCHO	NM	5
FS/NW/NW/T7	RIO RANCHO	NM	3
FS/NW/NW/IMPACT	RIO RANCHO	NM	2
FS/SE/PC/T1	RIO RANCHO	NM	21
AS/ADVANCE TRAINING	RIO RANCHO	NM	12
IS/CID/PC/AT	RIO RANCHO	NM	15
FS/FH/JR/T4	RIO RANCHO	NM	22
FS/FH/JR/T6	RIO RANCHO	NM	28
FS/NE/JC/T8	RIO RANCHO	NM	22
FS/SE/PC/T5	RIO RANCHO	NM	19
IS/CID/PC/AT	RIO RANCHO	NM	22
FS/NE/JC/T4	RIO RANCHO	NM	15

SS/DWI/SEIZURES	RIO RANCHO	NM	11	
AS/POLYGRAPH	RIO RANCHO	NM	17	
IS/CID/VC/JUV/SRO	RIO RANCHO	NM	14	
FS/SE/PC/T7	RIO RANCHO	NM	23	
FS/FH/JR/T2	RIO RANCHO	NM	23	
FS/FH/JR/T1	RIO RANCHO	NM	25	
IS/CID/VC/ROBBERY	RIO RANCHO	NM	21	
FS/NE/JC/T10	RIO RANCHO	NM	11	1446
RIO RANCHO TOTAL=91				
FS/SE/PC/T2	SANDIA PARK	NM	26	
SS/SWAT	SANDIA PARK	NM	26	
AS/ACADEMY/RANGE	SANDIA PARK	NM	26	
MILITARY LEAVE	SANDIA PARK	NM	27	
FS/FH/JR/IMPACT	SANDIA PARK	NM	25	
FS/NE/JC/T3	SANDIA PARK	NM	28	
IS/CID/PC/CRIMESTOP	SANDIA PARK	NM	26	
FS/NE/JC/IMPACT	SANDIA PARK	NM	27	
AS/BACKGROUND INVES	SANDIA PARK	NM	26	
AS/ACADEMY/RANGE	SANDIA PARK	NM	26	263
SANDIA PARK TOTAL=10				
IS/CID/PC/PAWN	SAN YSIDRO	NM	43	43
SAN YSIDRO TOTAL=1				
IS/CID/PC/BURGLARY	STANLEY	NM	37	37
STANLEY TOTAL=1				
SS/PTU (TDY)	TIJERAS	NM	20	
FS/NE/JC/T2	TIJERAS	NM	21	
FS/NE/JC/IMPACT	TIJERAS	NM	21	
AS/RECRUITING	TIJERAS	NM	22	
FS/VA/GC/T2	TIJERAS	NM	23	
IS/SID/ROP	TIJERAS	NM	24	
IS/CID/PC/BURGLARY	TIJERAS	NM	20	
SS/CRIME LAB	TIJERAS	NM	20	
IS/SID/GANGS	TIJERAS	NM	22	
IS/SID/ROP	TIJERAS	NM	24	
FS/SE/PC/T4	TIJERAS	NM	23	
IS/SID	TIJERAS	NM	20	
MILITARY LEAVE	TIJERAS	NM	20	
FS/VA/GC/T4	TIJERAS	NM	21	
FS/SE/PC/T5	TIJERAS	NM	19	
SS/AIR SUPPORT	TIJERAS	NM	28	
FS/NE/JC/T1	TIJERAS	NM	22	
SS/OPEN SPACE	TIJERAS	NM	22	
FS/SE/PC/T2	TIJERAS	NM	21	
FS/FH/JR/IMPACT	TIJERAS	NM	20	
MILITARY LEAVE	TIJERAS	NM	20	
IS/CID/PC/AT	TIJERAS	NM	23	
IS/CID/VC/JUV/SRO	TIJERAS	NM	23	
IS/CID/VC/JUV/SRO	TIJERAS	NM	24	
FS/VA/GC/T6	TIJERAS	NM	21	

IS/CID/VC/JUV/SRO

TIJERAS

NM

24

568 4926

TIJERAS TOTAL=26

GRAND TOTAL=227

AVERAGE DISTANCE ROUND TRIP= 43 MILES

Ranson Sample

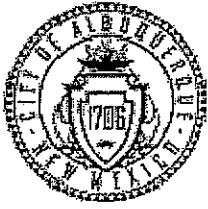
OFFICER	ADDRESS	SUB	HOME / SUB
1	Bernalillo	NE	15 MILES
2	Bosque Farms	VA	22 MILES
3	Cedar Crest	DW/VA	24 MILES
4	Corrales	Op Sp/VA	7 MILES
5	Edgewood	SE	27 MILES
6	Los Lunas	FH	30 MILES
7	Moriarty	VA	42 MILES
8	Peralta	FH	28 MILES
9	Placitas	VA	10 MILES
10	Rio Rancho	SW	14 MILES
11	Sandia Park	SE	23 MILES
12	Tijeras	VA	29 MILES
13	Bernalillo	CID	20 MILES
14	Bosque Farms	SE	20 MILES
15	Edgewood	FH	25 MILES
16	Los Lunas	NE	30 MILES
17	Peralta	SW	26 MILES
18	Rio Rancho	VA	22 MILES
19	Tijeras	SE	19 MILES
20	Bernalillo	FH	23 MILES

43.6 miles round trip

DISTANCE FOR OFFICERS LIVING WITHIN THE CITY LIMITS

OFFICER	ADDRESS QUADRANT	SUB	HOME/SUB
1	NW Alb	NE	14 MILES
2	NW Alb	VA	9 MILES
3	NE Alb	FH	.22 MILES
4	NW Alb	SE	19 MILES
5	NE Alb	SE	6 MILES
6	NW Alb	NW	5 MILES
7	NE Alb	VA	2 MILES
8	NW Alb	NE	12 MILES
9	NE Alb	NE	3 MILES
10	SE Alb	FH	6 MILES
11	NE Alb	NE	1 MILES
12	NW Alb	NE	12 MILES
13	NE Alb	FH	1 MILES
14	NW Alb	NW	2 MILES
15	NE Alb	FH	3 MILES
16	NW Alb	NE	15 MILES
17	NW Alb	NE	12 MILES
18	NW Alb	SE	7 MILES
19	NE Alb	VA	7 MILES
20	SW Alb	FH	.53 MILES

AVERAGE = 13.6 MILES TO AND FROM WORK



CITY OF ALBUQUERQUE

Albuquerque Police Department
Raymond D. Schultz, Chief of Police

INTEROFFICE MEMORANDUM

January 20, 2010

TO: Raymond D. Schultz, Chief of Police

FROM: Michael D. Callaway, DCOP, Field Services Bureau

SUBJECT: Department Fleet-Average Mileage period ending December 2009

The following information represents the average mileage of the department fleet as of the close of the first half of FY 10. Currently, we are in process of receiving 15 unmarked vehicles, scheduled to arrive by the end of the week

	<u>Motorcycles</u>	<u>Unmarked Units</u>	<u>Marked Units</u>
Total:	34	214	842
Over 50K/100K	0	29	133
Average Mileage:	25958	57780	59382

Following is a breakdown by year

<u>Year</u>	<u>Unmarked Units</u>	<u>Marked Units</u>
1997	0	0
1998	11	2
1999	0	19
2000	4	45
2001	26	14
2002	0	10
2003	0	68
2004	36	107
2005	55	135
2006	32	110
2007	0	65 (Tahoe's)
2008	20	184
2009	30	83
Total	214	842

MOTORCYCLES

Total: 34
Over 50K: 0
Average Miles: 25958

UNMARKED

Total: 214
Over 100K: 29
Average Miles: 57780

MARKED UNITS

Total: 824
Over 100K: 133
Average Miles: 59382

Maintenance

VEHICLE OPERATING AND CAPITAL COST

		FY09	FY08	FY07
Budgeted fuel		3,478,442	3,019,338	2,866,145
Actual fuel		3,445,389	3,664,813	2,752,179
Budgeted Maintenance		2,162,072	2,518,802	2,548,008
Actual Maintenance		2,687,678	2,083,369	2,125,294
Budgeted outsource Maint.		180,000	120,000	120,000
Actual outsource Maint.		432,154	434,018	377,611
TOTAL	Budgeted	5,820,514	5,658,140	5,534,153
	Actual	6,565,221	6,182,200	5,255,084

		FY09	FY08	FY07
TOTAL	Vehicles purchased	2,833,885	5,059,412	6,747,472

		FY09	FY08	FY07
TOTAL	Vehicle operating and capital cost	9,399,106	11,241,612	12,002,556

POLICE - All Funds
MV_GL_LEDGER

COMPLETE FUND	110 - General Fund
ORGANIZATION	(All)
COMPLETE PROGRAM	(All)
COMPLETE DEPARTMENT	(All)
COMPLETE ACCOUNT	(All)
FISCAL YEAR	2009

Sum of POSTED TOTAL AMT		LEDGER	
ACCOUNT GROUP2	COMPLETE ACCOUNT2	0ACTUALS	1CC ORG BUD
Personnel	500101 Regular Wages	74,159,062	(76,418,247)
	500201 - Temporary	525,756	(764,000)
	500301 - Overtime	9,002,904	(8,475,654)
	500305 - Holiday Overtime	577,983	
	514400 - F/B - PERA	20,581,045	(21,320,258)
	514800 - F/B - FICA	2,294,000	(2,348,843)
	515600 - F/B OEB	10,430,223	(10,752,173)
	515700 - F/B - Retiree Health Care	940,223	(1,032,285)
	516200 - F/B - Employee Incentive Pay	564,137	(583,285)
	516400 - F/B - Clothing Allowance	129,120	(47,400)
	519999 - Fringe Recovery - PC	(69,350)	
Personnel Total		119,135,103	(121,742,145)
Operating	520500 - Propessional Services	547,124	(533,000)
	521000 - Other Services	9,619	(11,013)
	521500 - Utilities	799	
	521510 - Utilities - Electricity	526,134	(460,000)
	521520 - Utilities - Gas	129,156	(160,083)
	521530 - Utilities - Refuse Removal	22,328	(18,272)
	521540 - Telephone	910,623	(759,055)
	521550 - Utilities - Water And Sewer	42,185	(40,112)
	522000 - Supplies	2,508,397	(1,391,011)
	522500 - Travel	(3,594)	(23,008)
	523000 - Training - General	10,362	(69,986)
	523400 - Dues and Memberships	250	
	523800 - Repairs and Maintenance	2,100,581	(1,782,274)
	526300 - Med Claims and Judgements	3,465	
	527500 - Contractual Services	1,912,858	(1,910,000)
Operating Total		8,720,287	(7,157,814)
Capital	531000 - Captl-Buildings And Structures	5,358	
	532500 - Captl-Automotive Equipment		
	533000 - Captl-Mach/Equip Not Automob	88,326	(36,000)
Capital Total		93,684	(36,000)
Transfers	594031 - Vehicle - Maintenance	2,687,678	(2,162,072)
	594041 - Vehicle - Fuel	3,445,389	(3,478,442)
	594061 - Radio Maintenance	288,565	(288,565)
	594105 - Insurance - Workers Comp	2,988,839	(2,988,839)
	594107 - Insurance - Tort & Other Liab	7,754,123	(7,754,123)
Transfers Total		17,164,594	(16,672,041)
Grand Total		145,113,668	(145,608,000)

FUND: 110 GENERAL FUND
DEPT: 51 POLICE
PROG: ALL PROGRAMS
ACTV: ALL ACTIVITIES

BUDPRO BUDGET SUMMARY
DATE: 07/06/07
TIME: 10:14:20

ACCT#	ACCT NAME	ACTUAL FY06	BUDGET FY07	BEGINNING BUDGET	BUDGET ADJUSTMENTS	DEPARTMENT ADJUSTMENTS	CAO ADJUSTMENTS	COUNCIL ACTION	BUDGET FY08
510400	REG. WAGE	56,827,570	55,649,689	66,434,374	1,094,263	0	2,142,826	0	69,671,463
510800	TEMPORARY	1,068,043	1,232,935	764,000	0	0	0	0	764,000
511200	OVERTIME	7,016,243	6,000,416	6,352,271	20,467	0	125,000	468,209	6,968,947
514400	FICA	13,379,659	15,478,243	18,652,358	634,822	0	304,091	0	19,594,271
514800	FICA	1,818,685	1,946,106	2,046,252	4,007	0	94,607	6,791	2,151,957
515600	OTHR EMP BE	9,303,615	10,858,931	9,796,938	208,198	0	214,546	0	10,219,682
515700	RETIRE HLT	240,535	308,271	945,682	17,530	0	18,758	0	981,970
516000	EDUC ALLOW	0	0	0	0	0	0	0	0
516200	INCENTIVE P	943,539	592,113	0	589,128	0	0	0	589,128
516400	CL TH ALLOW	80,429	61,800	67,800	0	0	0	0	67,800
516800	FOOD ALLOW	0	0	0	0	0	0	0	0
518000	AUTO ALLOW	0	0	0	0	0	0	0	0
TOTAL PERSONNEL		90,778,316	102,728,504	105,065,975	2,568,415	0	2,899,828	475,000	111,009,218
520500	PROF SERVICE	463,249	413,000	413,000	0	0	25,000	0	438,000
521000	PRNT/DOPLCT	9,475	11,013	11,013	0	0	0	0	11,013
521500	UTILITIES	0	0	0	0	0	0	0	0
521510	ELECTRICITY	395,872	478,195	478,195	21,313	0	30,000	0	486,882
521520	GAS	140,598	175,083	175,083	0	0	10,000	0	185,083
521530	REFUSE	17,898	12,272	12,272	0	0	0	0	12,272
521540	TELEPHONE	634,651	704,305	704,305	54,750	0	0	0	759,055
521550	WATER	40,543	37,112	37,112	0	0	0	0	37,112
522000	SUPPLIES	1,488,886	1,293,753	1,293,753	17,258	0	292,619	0	1,603,630
522500	TRAVEL	24,703	16,008	16,008	0	0	19,000	0	35,008
523000	TRAINING	6,433	50,986	50,986	0	0	30,000	0	80,986
523400	DUES/MEMBERS	1,100	0	0	0	0	0	0	0
523800	REPAIR/MAINT	1,679,737	1,680,082	1,680,082	0	0	64,000	0	1,744,082
523840	VM - OUTSID	0	0	0	0	0	0	0	0
524600	FUELS/LUB	0	0	0	0	0	0	0	0
525000	TIRES/TUBES	0	0	0	0	0	0	0	0
525200	TAXES	0	0	0	0	0	0	0	0
525400	INTEREST	0	0	0	0	0	0	0	0
525800	PRINCIPAL	0	0	0	0	0	0	0	0
526200	CLAIMS/JUDG	0	0	0	0	0	0	0	0
526300	W/C CLAIMS	0	0	0	0	0	0	0	0
526600	PSCL ACT FE	0	0	0	0	0	0	0	0
526800	PMI TO RESGR	0	0	0	0	0	0	0	0
527500	CONTRACT SR	4,656,178	1,229,000	1,229,000	50,000	0	4,689,721	50,000	5,918,721
527525	INSURANCE	2,278	0	0	0	0	0	0	0
587000	RESRVD APPR	0	0	0	0	0	0	0	0
589000	PROJECT FUN	0	0	0	0	0	0	0	0
TOTAL EXPENSES		9,560,601	6,100,809	6,100,809	695	0	5,160,340	50,000	11,311,844
530500	LAND	0	0	0	0	0	0	0	0
531000	BUILDING	0	0	0	0	0	65,000	0	65,000
531500	STRS/WTR/SW	0	0	0	0	0	0	0	0
532000	NON-STRC IM	372,196	180,000	0	0	0	0	0	0
532500	AUTOMOBILES	4,855,347	3,712,600	0	0	0	4,411,481	3,700,000	7,11,481
533000	MCHZED NON-	865,099	1,161,000	0	0	0	793,000	50,000	843,000
533500	OFC FURN/EQ	221,099	0	0	0	0	0	0	0

TOTAL CAPITAL		6,313,741	5,053,600	0	0	0	5,269,481	-3,650,000	1,619,481
571100	WKR COMP PR	2,363,196	2,608,275	2,608,275	564,084	0	0	0	3,172,359
571200	TORT & OTH	0	7,861,262	7,861,262	883,853	0	0	0	8,745,115
571300	RISK REGOVE	0	0	0	0	0	0	0	0
572100	VEH MAINT	1,951,287	2,548,008	2,548,008	23,206	0	0	0	2,571,802
572200	V/N FUELS	2,457,604	2,866,145	2,866,145	153,193	0	0	0	3,019,338
572300	RADIO MAINT	277,403	305,397	305,397	-554	0	0	0	304,843
573000	VEH/EQ REPL	0	0	0	0	0	0	0	0
573500	COMPUTER REP	0	0	0	0	0	0	0	0
591000	TRE OTH FUN	0	431,000	431,000	0	0	1,600,000	0	2,031,000
592000	PILOT	0	0	0	0	0	0	0	0
593000	INDIRECT OH	0	0	0	0	0	0	0	0
595000	INTERFUND D	0	0	0	0	0	0	0	0
596000	VEHICL MAIN	0	0	0	0	0	0	0	0
597000	TRANSFER FO	0	0	0	0	0	0	0	0
TOTAL TRANSFERS		7,049,410	16,620,087	16,620,087	1,571,370	0	0	1,600,000	19,791,457
GRAND TOTALS		113,702,068	130,503,000	127,786,871	4,140,480	0	13,329,649	-1,525,000	143,732,000

FUND: 110 GENERAL FUND
DEPT: 51 POLICE
PROG: * ALL PROGRAMS
ACTV: * ALL ACTIVITIES

BUDGET YEAR: 2009

DATE: 04/01/09
TIME: 15:55:12

ACCT#	ACCT NAME	ACTUAL FY08	BUDGET FY09	BEGINNING BUDGET	BUDGET ADJUSTMENTS	DEPARTMENT ADJUSTMENTS	CAO ADJUSTMENTS	COUNCIL ACTION	BUDGET FY10
510400	REG WAGE	64,092,055	76,373,460	78,006,321	960,887	-30,468	-517,923	0	78,418,817
510800	TEMPORARY	1,047,901	764,000	764,000	0	0	0	0	764,000
511200	OVERTIME	8,780,516	8,475,654	8,726,654	0	0	0	0	8,726,654
514400	PERA	17,911,154	21,438,055	22,181,976	335,116	0	-218,510	0	22,298,782
514800	FICA	2,142,509	2,282,829	2,377,329	22,257	0	-87,851	0	2,311,735
515600	OTHR EMP BE	9,528,393	10,745,759	11,038,425	179,932	0	-164,451	0	11,053,906
515700	RETIREE HLT	831,471	1,031,703	1,060,771	14,177	0	-14,928	0	1,060,020
516000	EDUC ALLOW	0	0	0	0	0	0	0	0
516200	INCENTIVE P	567,337	583,285	0	-571,210	0	0	0	571,210
516400	CLTH ALLOW	93,422	47,400	40,800	0	0	0	0	40,800
516800	FOOD ALLOW	0	0	0	0	0	0	0	0
518000	AUTO ALLOW	0	0	0	0	0	0	0	0
TOTAL PERSONNEL		104,994,758	121,734,145	124,096,276	2,083,579	-30,468	-1,003,463	0	125,145,924
520500	PROF SERVIC	829,739	533,000	533,000	0	0	-55,000	0	478,000
521000	PRNT/DUPLCT	14,072	11,013	11,013	0	0	0	0	11,013
521500	UTILITIES	2,047	0	0	0	0	0	0	0
521510	ELECTRICITY	489,819	460,000	460,000	160,000	0	0	0	620,000
521520	GAS	151,113	160,083	160,083	0	0	0	0	160,083
521530	REFUSE	18,324	18,272	18,272	0	0	0	0	18,272
521540	TELEPHONE	887,184	759,055	759,055	172,548	0	0	0	931,603
521550	WATER	41,254	40,112	40,112	0	0	0	0	40,112
522000	SUPPLIES	5,450,318	1,349,011	1,349,011	92,994	0	0	0	1,442,005
522500	TRAVEL	6,452	23,008	23,008	-23,008	0	0	0	0
523000	TRAINING	13,862	69,986	69,986	-69,986	0	0	0	0
523400	DUES/MEMBS	260	0	0	0	0	0	0	0
523800	REPAIR/MAIN	2,147,339	1,717,274	1,717,274	0	0	0	0	1,717,274
523840	VH - OUTSID	0	0	0	0	0	0	0	0
524600	FUELS/LUB	0	0	0	0	0	0	0	0
525000	TIRES/TUBES	0	0	0	0	0	0	0	0
525200	TAXES	0	0	0	0	0	0	0	0
525400	INTEREST	0	0	0	0	0	0	0	0
525800	PRINCIPAL	0	0	0	0	0	0	0	0
526200	CLAIMS/JUDG	0	0	0	0	0	0	0	0
526300	W/C CLAIMS	0	0	0	0	0	0	0	0
526400	FSCL AGT FE	0	0	0	0	0	0	0	0
526800	PMT TO ESCR	0	0	0	0	0	0	0	0
527500	CONTRACT SR	2,445,104	1,539,000	1,539,000	0	0	-75,000	0	1,614,000
527525	INSURANCE	0	0	0	0	0	0	0	0
587000	RESRVD APPR	0	0	0	0	0	0	0	0
589000	PROJECT FUN	0	0	0	0	0	0	0	0
TOTAL EXPENSES		12,496,887	6,679,814	6,679,814	332,548	0	20,000	0	7,032,362
530500	LAND	0	0	0	0	0	0	0	0
531000	BUILDING	3,429	0	0	0	0	0	0	0
531500	STRS/WTR/SW	0	0	0	0	0	0	0	0
532000	NON-STRC IM	0	0	0	0	0	0	0	0
532500	AUTOMOBILES	2,008,953	0	0	0	0	0	0	0
533000	HCH/EQ NON	451,217	0	0	0	0	0	0	0

533500	DFC FURN/EQ	36,308	0	0	0	0	0	0	0
TOTAL CAPITAL		2,499,907	0	0	0	0	0	0	0
571100	WKR COMP PR	3,172,359	2,988,839	2,988,839	110,923	0	0	0	3,099,762
571200	TORT & OTH	8,745,115	7,754,123	7,754,123	250,140	0	0	0	8,004,263
571300	RISK RECOVER	0	0	0	0	0	0	0	0
572100	VEH MAINT	2,083,369	2,162,072	2,162,072	-52,985	0	0	0	2,215,057
572200	V/H FUELS	3,664,813	3,478,442	3,478,442	-394,835	0	0	0	3,083,607
572300	RADIO MAINT	304,843	288,565	288,565	34,460	0	0	0	323,025
573000	VEH/EQ REPL	-49	0	0	0	0	0	0	0
573500	CMPTER REP	0	0	0	0	0	0	0	0
591000	TRF OTH FUN	7,167,366	0	0	0	0	0	0	0
592000	PILOT	0	0	0	0	0	0	0	0
593000	INDIRECT OH	0	0	0	0	0	0	0	0
595000	INTERFUND D	0	0	0	0	0	0	0	0
596000	VEHICL MAIN	0	0	0	0	0	0	0	0
597000	TRANSFER FO	0	0	0	0	0	0	0	0
TOTAL TRANSFERS		25,137,816	16,672,041	16,672,041	53,673	0	0	0	16,725,714
GRAND TOTALS		145,129,368	145,086,000	147,448,131	2,469,800	-30,468	-983,463	0	148,904,000

FUND: 110 GENERAL FUND
 DEPT: 51 POLICE
 PROG: * ALL PROGRAMS
 ACTV: * ALL ACTIVITIES

B U D G E T S U M M A R Y

DATE: 07/11/08
 TIME: 15:40:31

ACCT#	ACCT NAME	ACTUAL FY07	BUDGET FY08	BEGINNING BUDGET	BUDGET ADJUSTMENTS	DEPARTMENT ADJUSTMENTS	CAO ADJUSTMENTS	COUNCIL ACTION	BUDGET FY09
510400	REG. WAGE	60,747,909	69,671,463	74,449,490	1,381,266	0	414,704	128,000	76,373,460
510800	TEMPORARY	1,120,722	764,000	764,000	0	0	0	0	764,000
511200	OVERTIME	7,497,262	6,968,947	6,500,738	366,916	0	1,608,000	0	8,475,654
514400	PERA	14,411,307	19,594,278	20,821,922	643,363	0	35,230	0	21,430,855
514800	FICA	1,958,379	2,151,957	2,263,154	33,850	0	14,175	0	2,282,829
515600	OTHR EMP BE	9,955,568	10,219,682	10,529,775	244,370	0	28,386	0	10,745,759
515700	RETIREE HLT	794,221	981,970	1,013,576	20,734	0	-2,407	0	1,031,703
516000	EDUC ALLOW	0	0	0	0	0	0	0	0
516200	INCENTIVE P	577,540	589,128	0	583,285	0	0	0	583,285
516400	CULTR ALLOW	86,385	57,800	47,400	0	0	0	0	47,400
516800	FOOD ALLOW	0	0	0	0	0	0	0	0
518000	AUTO ALLOW	0	0	0	0	0	0	0	0
TOTAL PERSONNEL		97,149,513	111,009,218	116,389,855	3,273,784	0	1,942,506	128,000	121,734,145
520500	PROF. SERVIC	566,800	438,000	438,000	95,000	0	0	0	533,000
521000	PRNT/DUPLCT	9,475	11,013	11,013	0	0	0	0	11,013
521500	UTILITIES	0	0	0	0	0	0	0	0
521510	ELECTRICITY	434,951	486,882	486,882	-26,882	0	0	0	460,000
521520	GAS	149,909	185,083	185,083	-25,000	0	0	0	160,083
521530	REFUSE	17,898	12,272	12,272	6,000	0	0	0	18,272
521540	TELEPHONE	784,328	759,055	759,055	0	0	0	0	759,055
521550	WATER	40,543	37,112	37,112	3,000	0	0	0	40,112
522000	SUPPLIES	1,853,377	1,603,630	1,603,630	-254,619	0	0	0	1,349,011
522500	TRAVEL	26,990	35,008	35,008	-18,000	0	0	0	17,008
523000	TRAINING	6,800	80,986	80,986	-5,000	0	0	0	75,986
523400	DUES/MEMBS	1,000	0	0	0	0	0	0	0
523800	REPAIR/MAINT	1,611,160	1,744,082	1,744,082	-26,808	0	0	0	1,717,274
523840	VH - OUTSID	0	0	0	0	0	0	0	0
524600	FUELS/LUB	0	0	0	0	0	0	0	0
525000	TIRES/TUBES	0	0	0	0	0	0	0	0
525200	TAXES	0	0	0	0	0	0	0	0
525400	INTEREST	0	0	0	0	0	0	0	0
525800	PRINCIPAL	0	0	0	0	0	0	0	0
526200	CLAIMS/JUDG	0	0	0	0	0	0	0	0
526300	W/C CLAIMS	0	0	0	0	0	0	0	0
526600	FSCAL AGT FE	0	0	0	0	0	0	0	0
526800	PMT TO ESCR	0	0	0	0	0	0	0	0
527500	CONTRACT SR	5,928,032	5,918,721	5,918,721	-4,414,721	0	35,000	0	1,539,000
527525	INSURANCE	2,278	0	0	0	0	0	0	0
587000	RESRVD APPR	0	0	0	0	0	0	0	0
589000	PROJECT FUN	0	0	0	0	0	0	0	0
TOTAL EXPENSES		11,430,641	11,311,844	11,311,844	-4,667,020	0	35,000	0	6,679,814
530500	LAND	0	0	0	0	0	0	0	0
531000	BUILDING	0	65,000	0	0	0	0	0	0
531500	STRS/WTR/SW	0	0	0	0	0	0	0	0
532000	NON-STRC IM	372,196	0	0	0	0	0	0	0
532500	AUTOMOBILES	5,079,638	711,481	0	0	0	0	0	0
533000	MCH/VEH NON	941,830	863,000	0	0	0	0	0	0

533500	DEC FURN/EQ	221,099	0	0	0	0	0	0	0
TOTAL CAPITAL		6,614,763	1,619,481	0	0	0	0	0	0
571100	WKR COMP PR	2,608,275	3,172,359	3,172,359	-183,520	0	0	0	2,988,839
571200	JORT. & OTH	7,861,262	8,745,115	8,745,115	-990,992	0	0	0	7,754,123
571500	RISK/RECOVE	0	0	0	0	0	0	0	0
572100	VEH MAINT	2,125,294	2,518,802	2,518,802	-356,730	0	0	0	2,162,072
572200	V/M FUELS	2,752,179	3,019,338	3,019,338	-459,104	0	0	0	3,478,442
572300	RADIO MAINT	305,397	304,843	304,843	-16,278	0	0	0	288,565
573000	VEH/EQ REPL	0	0	0	0	0	0	0	0
573500	CMPTER REP	0	0	0	0	0	0	0	0
591000	TRF OTH FUN	569,508	2,031,000	2,031,000	-2,031,000	0	0	0	0
592000	PILOT	0	0	0	0	0	0	0	0
593000	INDIRECT OH	0	0	0	0	0	0	0	0
595000	INTERFUND D	0	0	0	0	0	0	0	0
596000	VEHICL MAINT	0	0	0	0	0	0	0	0
597000	TRANSFER FO	0	0	0	0	0	0	0	0
TOTAL TRANSFERS		16,221,915	19,791,457	19,791,457	-3,119,416	0	0	0	16,672,041
GRAND TOTALS		131,416,632	143,732,000	147,493,156	-4,512,662	0	1,977,506	128,000	145,086,000

Approved: [Signature] 3/18/08

Personnel 10,721,927 376,255

Operating Exp 8,138,020 6,378,442

Cap 4,617,988 288,565

Transfer 16,221,915 16,672,041

Total 131,416,632 145,086,000

Photo Exp 4,494,000

Department Name PoliceFund Number and Name General Fund 110

City of Albuquerque
Proposed Budget
FY/11
Repairs and Maintenance
Form 4

Program Number	Department ID Number	Functional Purpose	Vendor	FY/09 Actual	FY/10 Original Appropriation	FY/10 Estimated Actual	FY/11 Proposed
5100002	5134000	Equipment	Xerox, Pacific, Southwest, Imaging	21,600	21,600	21,600	21,000
5100002	5134000	Maint agreement- HVAC for FH	American Standard	3,643	0	3,643	4,000
5100002	5143000	Software lic & maint- air support video	Aerocomputers	3,580	0	3,290	4,000
5100002	5144000	Repairs- scuba gear	NM Scuba Center	4,040	0	4,139	4,000
5100003	5120000	Software lic & maint- evidence unit	Quetel	29,980	27,000	29,980	30,000
5100003	5129000	Biomedical waste disposal	Stericycle	5,481	0	6,915	6,000
5100003	5129000	Repairs- HVAC not inc in maint agree	American Standard	37,636	0	34,278	25,000
5100003	5129000	Repairs- diesel emissions testing	TRC Environmental	3,843	0	3,843	3,000
5100003	5129000	Maint agreement- elevator	Thyssen Dover Elevator	3,630	0	3,335	4,000
5100003	5129000	Repairs- fire extinguishers	Simplex Grinnell	689	0	578	1,000
5100003	5129000	Repairs- generator	Power Generation Service	1,126	0	1,204	1,000
5100003	5129000	Repairs- ventilation system	Alre Filter Products of NM	6,365	0	9,973	7,000
5100003	5129000	Maint agreement- biomex 2000	Beckman Coulter	21,867	8,000	9,139	10,000
5100003	5129000	Maint agreement- diffusion systems	Agilent Technologies	3,257	3,000	7,068	7,000
5100003	5129000	Maint agreement- fire system	Simplex Grinnell	5,608	5,000	5,608	6,000
5100003	5129000	Maint agreement-FMS system	Energy Control Inc	3,815	3,000	4,200	5,000
5100003	5129000	Maint agreement- power supply	UP Systems	6,500	0	11,140	11,000
5100003	5129000	Maint agreement- genetic analyzers	Applied Biosystems	12,885	12,000	13,473	14,000
5100003	5129000	Maint agreement- HVAC for Metro For	American Standard	25,361	25,000	25,361	26,000
5100003	5129000	Maint agreement- photography scanner	Noritsu America	12,890	12,000	4,777	5,000
5100003	5129000	Maint agreement- real time RCR system	Applied Biosystems	5,710	5,000	5,710	6,000
5100003	5129000	Maint agreement- scan station	Leica Geosystems	17,456	17,000	14,000	14,000
5100003	5132000	Software licensing & maintenance- AFIS	Morphotak	275,433	146,700	271,037	271,000
5100003	5132000	Software licensing & maint- Oracle	Oracle	11,958	0	12,257	13,000
5100004	5113000	Equipment	Xerox, Pacific, Southwest, Imaging	71,578	171,000	71,578	72,000
5100004	5113000	Software hardware maintenance	Mainline	6,063	63,000	18,621	19,000
5100004	5121000	building repairs	Dimensions, Design Planning, etc	68,769	0	0	0
5100004	5121000	building repairs- electrical	B & D Electric	8,878	8,000	6,504	5,000
5100004	5121000	building repairs- pest control	Trinity Pest Control	3,285	3,000	4,000	3,000
5100004	5121000	building repairs- plumbing	Aardvark Company	7,446	7,000	7,767	6,000
5100004	5121000	Equipment repairs	Got Radar, MHS, Mesa, Adv Pres	4,998	0	4,368	2,000
5100004	5121000	Equipment repairs- bomb robot	Remotec	0	0	8,889	9,000
5100004	5121000	Equipment repairs- cable lines	Sandia Lightwave	7,754	0	8,245	4,000
5100004	5121000	Equipment repairs- computer & printer	Computer Corner, Holmans, IBM	7,624	0	5,149	4,000
5100004	5121000	Equipment repairs- fire extinguisher	Aylworth Fire Protection	1,054	0	1,100	1,000
5100004	5121000	Equipment repairs- locksmith	Sandia Safe and Lock	12,410	0	16,459	10,000
5100004	5121000	Equipment repairs- radio	Harris Corp, Tessco, Hutton	20,098	0	15,091	15,000
5100004	5121000	Maint agreement- badge camera system	Rock West	1,617	0	1,698	2,000
5100004	5121000	Janitorial services- Academy	Varsity Contractors	20,712	16,000	20,712	21,000
5100004	5121000	Janitorial services- Broadway	Varsity Contractors	1,399	1,000	2,044	2,000
5100004	5121000	Janitorial services- carpet cleaning	Three Angels	1,069	0	0	0
5100004	5121000	Janitorial services- Cottonwood	Varsity Contractors	4,246	3,000	4,246	5,000
5100004	5121000	Janitorial services- DWI seizure	Varsity Contractors	2,482	4,000	5,060	5,000
5100004	5121000	Janitorial services- FH	Varsity Contractors	12,456	9,000	12,456	13,000
5100004	5121000	Janitorial services- Gerald Cline	Varsity Contractors	10,210	7,000	10,210	10,000
5100004	5121000	Janitorial services- heat sanitation	Native Son	210	0	1,000	1,000
5100004	5121000	Janitorial services- La Cueva	Professional Techniques	4,229	3,000	4,319	4,000
5100004	5121000	Janitorial services- SW	Crystal Clear	8,998	7,000	9,166	10,000
5100004	5121000	Janitorial services- Metro Forensics	Varsity Contractors	40,160	30,000	40,160	41,000
5100004	5121000	Janitorial services- NE	Varsity Contractors	7,253	6,000	7,253	8,000
5100004	5121000	Janitorial services- NW	Varsity Contractors	5,780	4,000	5,780	6,000
5100004	5121000	Janitorial services- Old Town	Americlean	1,638	1,000	1,638	2,000
5100004	5121000	Janitorial services- PTU	Varsity Contractors	10,638	9,000	10,638	11,000
5100004	5121000	Janitorial services- SE	Varsity Contractors	7,547	6,000	7,547	8,000
5100004	5121000	Janitorial services- shooting range	Varsity Contractors	3,742	3,000	3,742	4,000
5100004	5121000	Janitorial services- Tramway	Varsity Contractors	3,655	3,000	3,655	4,000
5100004	5121000	Janitorial services- Triangle	Varsity Contractors	1,859	1,000	1,859	2,000
5100004	5121000	Landscape maint- not covered by contract	Lee Landscape	1,685	4,000	4,413	5,000
5100004	5121000	Landscape maint- Broadway	Lee Landscape	4,691	4,000	4,691	5,000
5100004	5121000	Landscape maint- Foothills	Lee Landscape	6,653	5,000	6,653	7,000
5100004	5121000	Landscape maint- Gerald Cline	Lee Landscape	6,430	5,000	6,430	7,000
5100004	5121000	Landscape maint- James Dwyer	Lee Landscape	5,366	4,000	5,366	6,000
5100004	5121000	Landscape maint- John Carillo	Lee Landscape	4,113	3,000	4,113	5,000
5100004	5121000	Landscape maint- Metro Forensics	Lee Landscape	6,001	5,000	6,001	6,000
5100004	5121000	Landscape maint- Old Town	Lee Landscape	4,656	4,000	4,656	5,000
5100004	5121000	Landscape maint- Phil Chacon	Lee Landscape	6,518	5,000	6,518	7,000
5100004	5121000	Landscape maint- Roger Hosington	Lee Landscape	8,794	6,000	8,794	9,000
5100004	5121000	Landscape maint- Shawn McWethy	Lee Landscape	4,691	4,000	4,691	5,000

5100004	5121000	Vehicle repairs- collusion	Fincham Enterprises	142,956	0	201,287	150,000
5100004	5121000	Vehicle repairs- headlight restoration	Federated Fleet & Auto	0	0	1,000	1,000
5100004	5121000	Vehicle repairs- lettering & logos	Albuquerque Sign Print	16,894	0	14,913	15,000
5100004	5121000	Vehicle repairs- lights and sirens	First In	191,840	180,000	257,885	200,000
5100004	5121000	Vehicle repairs- radio & modems	Advanced Communications	51,351	0	55,502	50,000
5100004	5121000	Vehicle repairs- window tinting	Albuquerque Auto Glass	1,625	0	2,600	3,000
5100004	5121000	Vehicle repairs	MCT, M&G, Neoterichover, Nationwide	18,788	0	3,517	1,000
5100004	5118000	Maint agreement- DS document scanner	Eastman Kodak	35,176	130,500	16,429	17,000
5100004	5119000	Software licensing & maintenance- CAD	Motorola	191,599	333,000	120,551	121,000
5100004	5139000	Software lic & maint- device mgt system	i Pass	3,405	0	22,439	23,000
5100004	5139000	Software lic & maint- CAD	Tiburon	286,299	338,474	355,398	358,000
5100004	5139000	Software licensing & maint- CAD	Stratus Technology	14,208	0	14,208	15,000
5100011	5112000	Equipment repairs		0	36,000	0	0
FUND TOTAL				\$ 1,916,649	\$ 1,717,274	\$ 1,963,947	\$ 1,835,000

Department Name

Fund Number and Name

Form 4

FUND TOTAL

City of Albuquerque
Proposed Budget

FY/09

Repairs and Maintenance
Form 4

Program Number	Activity Number	Functional Purpose	Vendor	FY/07 Actual	FY/08 Original Appropriation	FY/08 Estimated Actual	FY/09 Proposed
51501	5122000	Equipment / Building Repair	various	8,951	3,000	4,000	0
51501	5170000	Equipment / Building Repair	various	0	0	5,000	0
51501	5171000	Equipment / Building Repair	various	2,342	0	4,000	0
51501	5172000	Equipment / Building Repair	various	3,858	0	5,000	0
51501	5173000	Equipment / Building Repair	various	6,570	0	3,000	0
51501	5174000	Equipment / Building Repair	various	6,186	0	4,000	0
51501	5175000	Equipment / Building Repair	various	9,528	0	5,000	0
51501	5178000	Equipment / Building Repair	various	0	24,000	24,000	21,600
51501	5187000	Equipment / Building Repair	various	22,268	0	5,000	0
51501	5188000	Equipment / Building Repair	various	2,192	0	4,000	0
51502	5126000	Licensing & Maintenance	Quetel	9,095	10,000	30,000	27,000
51502	5151000	Equipment / Building Repair	various	10,518	0	50,000	0
51502	5153000	Maintenance Contract	Konica, Agilent, Applied Bios, etc	98,464	80,000	110,000	90,000
51502	5157000	Licensing & Maintenance	Printrak, Oracle	160,267	163,000	163,000	146,700
51503	5115000	Copier, Fax Lease & Maintenance	Ricoh, Xerox, Sharp, Pacific, Imaging, e	214,071	190,000	190,000	171,000
51503	5115000	Licensing & Maintenance	Mainline, etc.	26,396	70,000	70,000	63,000
51503	5115000	Building Maintenance	various	22,244	10,000	100,000	18,000
51503	5115000	Janitorial & Landscaping	Leescapes, Varsity, Professional, etc.	179,265	180,000	180,000	162,000
51503	5128000	Vehicle Maintenance	First In, Advanced Comm., etc.	377,611	120,000	300,000	180,000
51503	5176000	various	various	3,222	3,000	3,000	0
51503	5121000	various	various	3,953	0	3,000	0
51507	5124000	Licensing & Maintenance	Kodak, Filenet, New World	138,437	135,000	144,000	130,500
51507	5125000	Licensing & Maintenance	Motorola, Printrak	374,886	340,000	370,000	333,000
51507	5181000	various	various	21,882	0	5,000	0
51507	5181000	Licensing & Maintenance	Tiburon	0	376,082	376,082	338,474
51512	5112000	various	various	0	40,000	40,000	36,000
			FUND TOTAL	1,702,206	1,744,082	2,197,082	1,717,274

City of Albuquerque

Proposed Budget

FY/08

Repairs and Maintenance

Form 4

Item Number	Activity Number	Functional Purpose	Vendor	FY/06 Actual	FY/07 Original Appropriation	FY/07 Est. Actual	FY/08 Proposed
501	5122000	Equipment / Building Repairs	various	11,289	3,000	15,000	3,000
501	5170000	Equipment / Building Repairs	various	15,547	0	3,000	3,000
501	5171000	Equipment / Building Repairs	various	1,164	0	5,000	3,000
501	5172000	Equipment / Building Repairs	various	6,118	0	5,000	3,000
501	5173000	Equipment / Building Repairs	various	2,254	0	6,000	3,000
501	5174000	Equipment / Building Repairs	various	6,014	0	6,000	3,000
501	5175000	Equipment / Building Repairs	various	4,711	0	8,000	3,000
501	5187000	Equipment / Building Repairs	various	122,566	0	2,000	3,000
501	5188000	Equipment / Building Repairs	various	0	0	2,000	3,000
502	5126000	Equipment / Building Repairs & Sec	various	2,153	0	5,000	3,000
502	5126000	Licensing & Maintenance	QueTel	35,100	10,000	40,000	45,000
502	5151000	Equipment / Building Repairs	various	9,075	0	5,000	3,000
502	5153000	Equipment / Building Repairs	Konica, Agilent, Applied Biosys, etc.	151,139	80,000	100,000	100,000
502	5157000	Licensing & Maintenance	Printak, Oracle	158,661	163,000	167,000	175,000
503	5115000	Equipment Lease & Maintenance	Xerox, Ricoh, Documentation, Imaging	213,820	190,000	200,000	190,000
503	5115000	Licensing & Maintenance	IBM, etc.	68,344	70,000	70,000	70,000
503	5128000	Building Maintenance	Facility Build, SCI, etc.	26,927	10,000	20,000	20,000
503	5128000	Janitorial, Landscape Maintenance	various	239,868	180,000	240,000	220,000
503	5128000	Vehicle Maintenance	various	225,177	120,000	200,000	160,000
503	5176000	Equipment Lease & Maintenance	Xerox	0	3,000	3,000	3,000
507	5124000	Licensing & Maintenance	Kodak, Filenet, New World	24,337	135,000	142,000	145,000
507	5125000	ATT Language line	ATT	7,204	0	8,000	8,000
507	5125000	Equipment / Building Repairs	SCI, BD Electric, etc.	8,749	0	10,000	10,000
507	5125000	Licensing & Maintenance	Printak, Motorola	334,715	340,000	342,000	350,000
507	5181000	Equipment / Building Repairs	various	22,915	0	10,000	10,000
507	5181000	Licensing & Maintenance	Tiburon	0	376,082	376,082	380,000
var	var	various	various	284,079	0	6,000	0
			FUND TOTAL	1,981,926	1,680,082	1,996,082	1,919,000

Assumptions:		Cost per Mile
Average vehicle cost	37,000	
Average vehicle life (miles)	100,000	
Cost of depreciation per mile		0.37
Average miles per gallon of gasoline	15	
Cost of gasoline per gallon	3	
Cost of gasoline per mile		0.20
Average annual cost of maintenance per vehicle	2,000	
Average annual mileager per vehicle	18,500	
Cost of maintenance per mile		0.11

		Cost per Mile
Average cost per mile		0.68

Cost of depreciation per mile		0.37
Cost of gasoline per mile		0.20
Cost of maintenance per mile		0.11

Cost of depreciation per mile		0.37
Cost of gasoline per mile		0.20
Cost of maintenance per mile		0.11



IRS Announces 2010 Standard Mileage Rates

IR-2009-111, Dec. 3, 2009

WASHINGTON — The Internal Revenue Service today issued the 2010 optional standard mileage rates used to calculate the deductible costs of operating an automobile for business, charitable, medical or moving purposes.

Beginning on Jan. 1, 2010, the standard mileage rates for the use of a car (also vans, pickups or panel trucks) will be:

- 50 cents per mile for business miles driven
- 16.5 cents per mile driven for medical or moving purposes
- 14 cents per mile driven in service of charitable organizations

The new rates for business, medical and moving purposes are slightly lower than last year's. The mileage rates for 2010 reflect generally lower transportation costs compared to a year ago.

The standard mileage rate for business is based on an annual study of the fixed and variable costs of operating an automobile. The rate for medical and moving purposes is based on the variable costs as determined by the same study. Independent contractor Runzheimer International conducted the study.

A taxpayer may not use the business standard mileage rate for a vehicle after using any depreciation method under the Modified Accelerated Cost Recovery System (MACRS) or after claiming a Section 179 deduction for that vehicle. In addition, the business standard mileage rate cannot be used for any vehicle used for hire or for more than four vehicles used simultaneously.

Taxpayers always have the option of calculating the actual costs of using their vehicle rather than using the standard mileage rates.

Revenue Procedure 2009-54 contains additional details regarding the standard mileage rates.

[Subscribe to IRS Newswire](#)

Page Last Reviewed or Updated: December 03, 2009

VEHICLES PURCHASED FROM FY'07 TO FY'09

Units purchased in FY'07

5	BMW motorcycles	\$114,238.00
2	Prisoner vans	\$47,322.00
1	Chevy Tahoe	\$29,240.00
1	Dodge Carvan	\$21,471.00
3	1500 Silverado	\$77,814.00
30	Chevy Impala	\$480,120.00
1	Ford CV	\$31,905.00
4	Ford CV	\$88,414
13	Chevy Tahoe	\$579,163.00
6	Chevy Tahoe	\$273,426.00
1	Prisoner van	\$64,978.00
52	Chevy Tahoe	\$2,354,456
78	Ford CV	\$2,584,925.00
197 TOTAL		\$6,747,472
FY'07 MAINTENANCE COST		\$5,255,084

Units purchased in FY'08

1	Chevy Suburban	\$89,670.00
2	Chevy Uplander van	\$36,510.00
5	Ford CV	\$105,925.00
10	Chevy Tahoe	\$434,660.00
20	Chevy Impala	\$355,760.00
2	1500 Chevy Silverado	\$64,260.00
1	2500 Chevy Silverado	\$53,293.00
1	Prisoner van	\$56,791.00
1	Mobile Crime Lab	\$263,718.00
1	2500 Chevy K-9	\$53,293.00
1	Van/COAST	\$66,591.00
20	Chevy Impala	\$364,660.00
80	Ford CV	\$2,931,500.00
8	BMW Motorcycles	\$182,781.00
153 TOTAL		\$5,059,412.00
FY'08 MAINTENANCE COST		\$6,182,200.00

Units purchased in FY'09

1	Bat Comm Center	\$427,822.00
1	Chevy Cargo Van	\$18,274.00
1	2500 Silverado	\$30,827.00
1	F-450 Tow Truck	\$77,962.00
10	Chevy Impala	\$207,480
4	Ford Expedition K-9	\$61,394
8	Ford CV	\$294,700.00
40	Ford CV	\$1,438,978.00
1	Chevy Tahoe	\$38,837.00
1	Open Space Comm Ctr	\$144,974
4	BMW motorcycles	\$92,637.00
72 TOTAL		\$2,833,885.00
FY'09 MAINTENANCE COST		\$6,565,221.00

OUTSIDE CITY LIMITS vs. WITHIN CITY LIMITS **VEHICLE MAINTENANCE COST COMPARISON**

Below is a maintenance comparison between vehicles issued to officers that live out of the city limits and officers that live within the city limits. Vehicles out of the city limits were randomly selected and paired with a vehicle that is within the city limits that is the same year model and was issued around the same date. The cost reflects the maintenance provided between the dates the vehicle was issued to 4/27/2010.

Vehicles Outside City Limits			vs.	Vehicles Within City Limits		
Car#	Date Issued	Maintenance Cost		Car#	Date Issued	Maintenance Cost
J339	2/4/2009	to 4/27/2010		J341	2/4/2009	to 4/27/2010
		\$442.57	.....			\$451.60
J302	12/16/2009	to 4/27/2010		J20	12/16/2009	to 4/27/2010
		\$179.11	.....			\$173.01
L11	6/25/2009	to 4/27/2010		L10	6/25/2009	to 4/27/2010
		\$726.81	.....			\$275.03
G91	8/23/2006	to 4/27/2010		G93	8/23/2006	to 4/27/2010
		\$5,163.79	.....			\$3,594.49
L55	10/23/2009	to 4/27/2010		L67	10/23/2009	to 4/27/2010
		\$136.98	.....			\$380.37
J39	8/1/2008	to 4/27/2010		J16	8/1/2008	to 4/27/2010
		\$988.38	.....			\$1,243.67
Maintenance Cost Average = \$1272.94				Maintenance Cost Average = \$1019.69		

The Garage

AUTO REPAIR INC.

Ph (505) 352-5152 • Fax (505) 836-7607
6441 Western Trail NW
Albuquerque, NM 87120

Prepared specifically at the request of Deputy Chief Callaway

Pricelist for APD

The following prices are based on a Crown Victoria and are based on volume purchases. Prices listed already reflect the 10% city discount and are before taxes. All service and repairs are done at The Garage and performed by an ASE Master mechanic.

PM-A

- *Up to 7 quarts of specified synthetic blend oil
- *New oil filter
- *Off the ground inspection, including
 - Brakes
 - under chassis
 - Suspension/Steering
 - Vehicle Damage
- *Tire rotation, set air pressure to specs
- *Check/Top off all fluids
- *Inspect under hood, including
 - Belts
 - Hoses (radiator, heater)
 - Battery and terminals
 - Air filter (replace if needed, parts price only)
- *Lube Chassis
- *Inspect graphics/lighting

\$50.00 89.16 w/ WIPERS & AIR FILTER

PM-B

- *Includes everything listed in a PM-A
- *Service transmission with power flush machine. (10 qts mercV + flush)
- *Replace fuel filter

\$222.47 261.63 w/ WIPERS & AIR FILTER

PM-C

- *Includes everything listed in a PM-A
- *Includes everything listed in a PM-B
- *Flush and fill cooling system (new coolant + flush)
- *Flush and fill power steering system (OE fluid + flush)
- *Complete V-8 tune (OE spark plugs)

\$627.63 666.73 w/ WIPERS & AIR FILTER

ADDITIONAL REPAIRS

***FRONT BRAKES** (includes 2 new rotors, police brake pads, cleaner, labor)

\$348.59

***REAR BRAKES** (includes 2 new rotors, police brake pads, cleaner, labor)

\$303.85

***DIFFERENTIAL SERVICE** (75/140 fluid, gasket, cleaner, labor)

\$132.20

***2 WHEEL ALIGNMENT** (includes all adjustments)

\$76.50

***4 WHEEL ALIGNMENT** (includes all adjustments)

\$91.80

ADDITIONAL PARTS

***AIR FILTER**

\$23.00

***WIPER BLADE**

\$8.08

***MOTORCRAFT PCV VALVE KIT**

\$50.58

***TRANSMISSION FILTER KIT W/GASKET**

\$25.94

The Garage Inc is a full service repair facility and the above listed prices reflect only a small portion of our abilities. We are able to service your vehicles, bumper to bumper, rubber to roof. Thank you for the opportunity.



1101 MONTANO, N.E.
ALBUQUERQUE, NEW MEXICO 87107
MONTANO AT RENAISSANCE
(505) 766-6600 FAX 449-1289
www.nobullbob.com



ORDER NO. 15747	DAY COCHRANE	TAG NO. 452	INVOICE DATE 07/01/09	INVOICE NO. FOC5486241
FLEET MGMT PINO YARDS. (APD)	1997 FORD	671260	42961	COLOR WHITE
PO BOX 1985	YEAR/MAKE/MODEL	07/FORD TRUCK/F350/4 DOOR CREW	DELIVERY DATE	DELIVERY MILES
ALBUQUERQUE, NM 87103-1985	VEHICLE ID NO.	1 F T W W 3 1 P 2 7 E B 4 4 2 1 6	SENDER DEALER NO.	PRODUCTION DATE
ANDY CHAVEZ 857-8067	USE NO. GOVERNMENT	PO NO.	06/30/09	
PHONE PHONE	857-8095	VEHICLE MILES	416	MO 42966

DOOR & PARTS
#1:01F0ZDKF6 BRAKE TECH(S) 253419 115.00
CUSTOMER REPORTS BRAKES GRINDING ADVISE
INSPECTED AND VERIFIED METAL TO METAL OUTER PADS
REPLACED BAD ROTORS AND PADS AND ROAD TESTED STOPS GREAT

PARTS	QTY	FP NUMBER	DESCRIPTION	UNIT PRICE	
JB # 1	1	8C3Z-2001-A	KIT - BRAKE LI	109.00	109.00
JOB # 1	2	7U2Z-1V125-A	ROTOR ASY	107.00	214.00
JOB # 1 TOTAL PARTS					323.00
JOB # 1 TOTAL LABOR & PARTS					438.00

#2:97F0ZZ99P Perform QCM Insp TECH(S) 253419 0.00
Perform Multi-Point QCM Inspection Report Card
QCM

PARTS	QTY	FP NUMBER	DESCRIPTION	UNIT PRICE	
JOB # 2 TOTAL PARTS					0.00
JOB # 2 TOTAL LABOR & PARTS					0.00

ESTIMATE
CUSTOMER HEREBY ACKNOWLEDGES RECEIVING
ORIGINAL ESTIMATE OF \$448.00 (+TAX)

COMMENTS
JOB # 1 1997
REF # 200945413
JOB # 2 212309

TOTALS

NEXT RECOMMENDED SERVICE
09/29/2009 / 19666 MI 245020 FAST LUBE DIESEL

*****THANK YOU FOR YOUR BUSINESS*****
YOU MAY SOON BE RECEIVING A SURVEY FROM FORD MOTOR COMPANY
THIS IS OUR REPORT CARD, AND YOUR COMPLETE SATISFACTION
IS VERY IMPORTANT TO US. IF YOU CANNOT MARK "COMPLETELY
SATISFIED" FOR ANY REASON, PLEASE CALL ME AT 449-1225
MY NAME IS AT THE TOP CENTER OF THIS COPY.
"I WOULD APPRECIATE THE OPPORTUNITY TO MAKE IT RIGHT" *

ALL SPECIAL ORDER PARTS MUST BE INSTALLED WITHIN 30 DAYS
IF RECEIPT OF PART.

TOTAL INVOICE \$ 438.00

WARRANTY DISCLAIMER Any warranties on the products sold hereby are those made by the manufacturer. The Seller, BOB TURNER'S FORD COUNTRY, hereby expressly disclaims all warranties; either express or implied, including any implied warranty of merchantability or fitness for a particular purpose or delay, and BOB TURNER'S FORD COUNTRY, neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of said products.
LIMITED EXPRESS WARRANTY. Labor and parts 1 year or 12,000 miles, whichever comes first, hereby limits warranties to same period.

SERVICE RESERVATION DIRECT LINES ARE 449-1233 & 449-1225 *
***** WE ARE YOUR ONE STOP TIRE STORE! *****

CRO 0000721393
VENDOR 105146
RECEIPT 720941
LOC - A LINE 1

**Work Order Detail
for Equipment H169**

AssetWORKS

Report Date: 4/28/2010

Work Order: **GG-2010-1426**

Status: **CLOSED**

Dept: **POL - POLICE DEPARTMENT**

Warranty: **YES**

Asset No:		Opened By:	E08124	Date In:	4-13-2010 10:11 AM
License:	G70643	Current Equip Status:		Date Due:	4-14-2010 10:11 AM
Serial No:	1GNEC03097R359725	Account:	1105121000	Opened:	4-13-2010 10:11 AM
Job Type:	REPAIR	Reference WO:		Finished:	4-14-2010 7:34 AM
Meter 1:	33,818	Shop Hours:	13.88	Closed:	4-14-2010 10:09 AM
Meter 2:	0	User Hours:	0.00	Estimated Hours:	0.0
Priority:	1	Accident:		Warranty Expire:	6-15-2010
Incident:		Project:			

Non Service Request Tasks

Task: (013-001) Front Brakes & Drums				Warranty: NO
WAC:	Reason: A - NORMAL WEAR			
Work Class:	Comments:			
Labor		Labor Hrs	Cost	
Emp: (GG55) Marquez Robert A		0.97	75.66	
Parts		Qty Issued	Issue Price	Total Cost
(ATD1092C-2) BRAKE; DISC BRAKE PAD SET		1	62.67	62.67
(580279-2) BRAKE; ROTOR		2	58.64	117.28

Notes

User ID	Comment	DateTime Stamp
E14530	REPLACED FRONT BRAKE PADS AND ROTORS	4-14-2010 7:34AM
E08124	BRAKES GRINDING	4-13-2010 10:11AM

(620)

673 MISC X .075

\$180.00

5.00

185.00

Comments:	Internal Parts Cost:	\$179.95
	Internal Labor Cost:	\$75.66
	Commercial Parts Cost:	
	Commercial Labor Cost:	
	Commercial Misc Cost:	
	Overhead Costs:	\$0.00
	Sub Total:	\$255.61
	Commercial Total:	\$0.00
	Work Order Total:	\$255.61

**Work Order Detail
for Equipment J252**

AssetWORKS

Report Date: 4/28/2010

Work Order: **GG-2010-1253**
Dept: **POL - POLICE DEPARTMENT**

Status: **CLOSED**

Warranty: **NO**

Asset No:	Opened By:	E08124	Date In:	4-1-2010 8:31 AM
License: G74670	Current Equip Status:		Date Due:	4-2-2010 8:31 AM
Serial No: 1GNEC030X8R268237	Account:	1105121000	Opened:	4-1-2010 8:31 AM
Job Type: REPAIR	Reference WO:		Finished:	4-1-2010 10:56 AM
Meter 1: 17,164	Shop Hours:	2.42	Closed:	4-1-2010 1:56 PM
Meter 2: 0	User Hours:	0.00	Estimated Hours:	0.0
Priority: 1	Accident:		Warranty Expire:	8-15-2009
Incident:	Project:			

Non Service Request Tasks

Task: (013-001) Front Brakes & Drums				Warranty: NO
WAC: 03 - EXCHANGE - NEW	Reason: A - NORMAL WEAR			
Work Class:	Comments:			
Labor		Labor Hrs		Cost
Emp: (GG62) Federico Chavez		1.23		95.94
Parts		Qty Issued	Issue Price	Total Cost
(ATD1092C-2) BRAKE; DISC BRAKE PAD SET		1	62.67	62.67
(580279-2) BRAKE; ROTOR		2	61.28	122.56

Notes

User ID	Comment	DateTime Stamp
E08124	BRAKES GRINDING	4-1-2010 8:31AM
E08608	TASK-013-001: REPLACED PADS AND ROTORS	4-1-2010 10:55AM

Comments:

Internal Parts Cost:	\$185.23
Internal Labor Cost:	\$95.94
Commercial Parts Cost:	
Commercial Labor Cost:	
Commercial Misc Cost:	
Overhead Costs:	\$0.00
Sub Total:	\$281.17
Commercial Total:	\$0.00
Work Order Total:	\$281.17

THE GARAGE
 6441 Western Trail NW
 Albuquerque, NM 87120
 (505) 352-5152

665394

Repair Order #0018619
 Date Printed : 12/10/09
 Page : 1
 Center :

Customer : CITY OF ALBUQUERQUE Address : PO BOX 1985 City : ALBUQUERQUE, NM 87103- Phone 1 : (505) 764-1532 Ext : 6TH Phone 2 : (505) 857-8095 Ext : PINO		Vehicle : 2009 CHEV IMPALA License : JRC286 Rel : VIN : 2G1WS87M691269656 Engine : 3.9 Dept. : Mileage : 12497 Unit : 10L	
--	--	---	--

Parts				Labor			
Qty	Part Number	Description	Price	Op Tech	Description	Time	Charge
2.00	28958931	ROTOR	192.20		Estimate Approvals:		
1.00	19207421	DISC BRAKE PADS	97.75		Orig Approval Date: 12/9/2009 11:45:00 A		
1.00	1001	BRAKE CLEANER	4.99		Reason:		
		PARTS DISCOUNT	-28.49		\$0.00 OK By: CITY OF ALBUQUERQUE		
					Phone: (505) 764-1532 By: SD PER PHONE W		

					CON015 UNA TAG#2741		0.00
					1- CUSTOMER REPORTS BRAKE NOISE		
					BRKO OP PICKED THE CAR UP AT CITY HALL, PERFORM		102.00
					BRAKE INSPECTION AND FOUND THE FRONT		
					PADS WORN OUT, ROTORS WARPED AND		
					DISCOLORED FROM HEAT, INSTALLED NEW		
					FRONT ROTORS, AND NEW FRONT PADS, REARS		
					IN GOOD CONDITION, TEST DROVE AND		
					DELIVERED TO CITY HALL		
				0	GG# 5199		0.00
				0	CRO# 0000 738705		0.00
					LABOR DISCOUNT		-10.20

OK Bad	Recommendation	OK Bad	Recommendation	OK Bad	Recommendation
GARAGE CONTRACT#G90307 UNIT#10L MAYORS OFFICE					

I hereby authorize the repair work to be done with the necessary parts and materials and hereby grant The Garage to operate the vehicle herein described on streets, highways or elsewhere at their discretion for the purpose of testing / inspection. An expressed Mechanic's Lien is hereby acknowledged on the above vehicle to secure the amount of repairs thereto. I understand that The Garage is not responsible for delay or other consequences due to the unavailability of parts shipments beyond their control. The Garage is NOT RESPONSIBLE FOR DAMAGE OR ARTICLES LEFT IN CAR IN CASE OF FIRE, THEFT, OR ANY OTHER CAUSE BEYOND THEIR CONTROL. The Garage is not responsible for consequential damages. Labor Warranty is 12mo or 12k mi. Parts warranty is the manufacturer's. All warranty work must be completed by The Garage. Warranty on commercial vehicles is 6mo or 6k miles.

Labor:	\$91.80
Parts:	\$256.45
Sublet:	\$0.00
Other Fees:	\$0.00
EPA FEES	\$0.00
Subtotal:	\$348.25
Sales Tax:	\$8.31
Paid By:	Total: \$354.56
On Account	
Pay Ref:	Paid: \$0.00
	Due: \$354.56

354.56

Work Order Detail for Equipment J314

AssetWORKS

Report Date: 4/28/2010

Work Order: **GG-2010-1300**
Dept: **POL - POLICE DEPARTMENT**

Status: **CLOSED**

Warranty: **NO**

Asset No: _____
License: **G75364**
Serial No: **2FAFP71V48X180045**
Job Type: **PM A**
Meter 1: **21,210**
Meter 2: **0**
Priority: **1**
Incident: _____

Opened By: **E08124**
Current Equip Status: _____
Account: **1105121000**
Reference WO: _____
Shop Hours: **0.00**
User Hours: **0.00**

Date In: **4-5-2010 1:04 PM**
Date Due: **4-6-2010 1:04 PM**
Opened: **4-5-2010 1:04 PM**
Finished: **4-5-2010 1:28 PM**
Closed: **4-5-2010 1:52 PM**
Estimated Hours: **0.0** Warranty Expire: **11-25-2013**

Accident: _____
Project: _____

"= 1'8%N)O%A% . %P 'B(P I P

\$9802 \$0ER>0 :@

1 & "8540 \$P#

1 HB' \$F' "7=8>, 6B

801 5' \$

1 I "28B000 \$

BILL 5#J \$

\$F881 "

F881 "\$<"0

BI 0#

7L 'S Q <DFI GRA \$1%'K('\$%T

"<H1

"4HF

\$V8'40

O#B\$00/ 4

>00/ \$VAG

91 #8GB1 0#

Q#74;; R'C# B# AUD 3<'C# B# A'W 77

'F

'4H <

'4<H G

Q#431 ;;; R'J77B, AU# 77'J77B, A

'4

'3F4

'3F4

>C'6V%Q 'P

\$9802 \$BILL 5#

7L 'C6

@

RH, - QF=K7\$B<H. >

P, RST+C\$ 3%E?U\$M/F?W

RH, *QB<HEX7\$B>F\$E%DF9?

P, RST+C\$ 3%E?U\$M/F?W

RH, YQB<?BZ)93M3 D\$HFFD= %F7V7F

P, RST+C\$ 3%E?U\$M/F?W

RH, (Q>.=HFB<?BZ\$K HZ? \$E3 \$L.<??F\$? : 3 VHFQ

P, RST+C\$ 3%E?U\$M/F?W

RH, ROE. MPB\$ =. MPE. >8E\$MH 9. \$B \$F33. E?..) 1 ?H

P, RST+C\$ 3%E?U\$M/F?W

RH, SOBZ\$ \$H%7=. 9\$H> \$M 2. = ?)9. ?H%1 ?H)93 O=?F=X. \$B3\$ MPB.

P, RST+C\$ 3%E?U\$M/F?W

RH, TOE. MPB\$HFF\$K?F9. \$B \$1 ?H \$H%7=. 9\$DE??%?

P, RST+C\$ 3%E?U\$M/F?W

RH, +QE. MPB\$ H%+93')<?H9? \$<3. ?.

P, RST+C\$ 3%E?U\$M/F?W

RH, \QE. MPB\$K99? U\$E%\$? : >EHF.

P, RST+C\$ 3%E?U\$M/F?W

RH, -QE. MPB\$9?<>BF?X HMK>B.

P, RST+C\$ 3%E?U\$M/F?W

RH, --QE. MPB\$9?<>BF?X \$H HX?

P, RST+C\$ 3%E?U\$M/F?W

RH, *QB<?BZ\$M .H9>8E\$ D\$HFF\$X<9. \$EBS? : ? X?EBUQ

P, RST+C\$ 3%E?U\$M/F?W

RH, -YQMP D3 : \$ >E3 \$?M> . \$K3. ?K=F\$K \$M \$29BQ

P, RST+C\$ 3%E?U\$M/F?W

RH, -QE. MPB\$9? \$DF9? \$?MFB? \$OE??%?

P, RST+C\$ 3%E?U\$M/F?W

= 'P

%# 9A. \$ #L

\$=0 "\$%

BILL 5#

(1R' ., \$ \$, \M

?, +*(

M JH

(1R' ., \$ \$' +M

?, RST+

9H ZJH \$M H\$3E?

1564 X .075 ~~1564~~
 \$ ~~1564~~
~~1564~~

Comments:

Internal Parts Cost:	\$13.79
Internal Labor Cost:	\$21.06
Commercial Parts Cost:	
Commercial Labor Cost:	
Commercial Misc Cost:	
Overhead Costs:	\$0.00
Sub Total:	\$34.85
Commercial Total:	\$0.00
Work Order Total:	\$34.85

THE GARAGE
 6441 Western Trail NW
 Albuquerque, NM 87120
 (505) 352-5152

Repair Order #0018519

Date Printed : 12/7/09

Page : 1

Center :

Customer : CITY OF ALBUQUERQUE

Address : PO BOX 1985

City : ALBUQUERQUE, NM 87103-

Phone 1 : (505) 764-1532 Ext : 6TH

Phone 2 : (505) 857-8095 Ext : PINO

Vehicle : 2008 FORD CROWN VICTORIA

License : NONE

Rel :

VIN : 2FAFP71V38X180098

Engine :

Dept. : APD

Mileage : 11038

Unit : J372

Parts

Labor

Quan	Part Number	Description	Price
------	-------------	-------------	-------

Op	Tech	Description	Time	Charge
----	------	-------------	------	--------

COM015 UNA TAG# 2656

0.00

1- PM-A.

0 GG# 5015

0.00

COA007 AS LUBE,OIL AND FILTER.INCLUDES UP TO 7
 QUARTS OF SPECIFIED OIL AND A NEW OIL
 FILTER.TOP OFF ALL FLUIDS AS NEEDED,
 ADJUST AIR PRESSURE TO SPECS, AND LUBE
 ALL GREASE FITTINGS.THE PACKAGE WAS
 UPGRADED TO A SYNTHETIC BLEND ON 5-10-07
 PER BENNIE MAESTAS AT FLEET MGMT.

50.00

PM-A

OK	Bad	Recommendation	OK	Bad	Recommendation	OK	Bad	Recommendation
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CRO 0000738705
VENDOR 105173
RECEIPT 738274 LINE 10
LOC - MAIN (DFAS/FLEET)

CONTRACT 690307
 UNIT J372

DEPT APD

I hereby authorize the repair work to be done with the necessary parts and materials and hereby grant The Garage to operate the vehicle herein described on streets, highways or elsewhere at their discretion for the purpose of testing / inspection. An expressed Mechanic's Lien is hereby acknowledged on the above vehicle to secure the amount of repairs thereto. I understand that The Garage is not responsible for delay or other consequences due to the unavailability of parts shipments beyond their control. The Garage is NOT RESPONSIBLE FOR DAMAGE OR ARTICLES LEFT IN CAR IN CASE OF FIRE, THEFT, OR ANY OTHER CAUSE BEYOND THEIR CONTROL. The Garage is not responsible for consequential damages. Labor Warranty is 12mo or 12k mi. Parts warranty is the manufacturer's. All warranty work must be completed by The Garage. Warranty on commercial vehicles is 6mo or 6k miles..

Labor:	\$50.00
Parts:	\$0.00
Sublet:	\$0.00
Other Fees:	\$0.00
EPA FEES	\$0.00
Subtotal:	\$50.00
Sales Tax:	\$3.44

Paid By:	Total:	\$53.44
On Account	Paid:	\$0.00
Pay Ref:	Due:	\$53.44

THE GARAGE
6441 Western Trail NW
Albuquerque, NM 87120
(505) 352-5152

Repair Order #0018475

Date Printed : 11/24/09

Page : 1

Center :

Customer : CITY OF ALBUQUERQUE Address : PO BOX 1985 City : ALBUQUERQUE, NM 87103- Phone 1 : (505) 764-1532 Ext : 6TH Phone 2 : (505) 857-8095 Ext : PINO	Vehicle : 2009 FORD CROWN VICTORIA License : NONE Rel : VIN : 2FAHP71V69X114297 Engine : 4.6L Dept. : Mileage : 10380 Unit : L27
--	--

Parts				Labor			
Quan	Part Number	Description	Price	Op Tech	Description	Time	Charge
				COM015	UNA TAG# WAITER		0.00
					1- PM-A.		
				COM0	GG# 4959		0.00
				COA007 MW	LUBE,OIL AND FILTER.INCLUDES UP TO 7 QUARTS OF SPECIFIED OIL AND A NEW OIL FILTER.TOP OFF ALL FLUIDS AS NEEDED, ADJUST AIR PRESSURE TO SPECS, AND LUBE ALL GREASE FITTINGS.THE PACKAGE WAS UPGRADED TO A SYNTHETIC BLEND ON 5-10-07 PER BENNIE MAESTAS AT FLEET MGMT.		50.00

2009 DEC -9 AM 8:45
CITY OF ALBUQUERQUE
ACCOUNTING

PM

OK Bad	Recommendation	OK Bad	Recommendation	OK Bad	Recommendation
<p align="center"> CRO. 0000738705 VENDOR 105173 RECEIPT 738274 LINE 8 LOC - MAIN (DFAS/FLEET) </p> <p> CONTRACT 690307 DEPT APD UNIT L27 </p>					

I hereby authorize the repair work to be done with the necessary parts and materials and hereby grant The Garage to operate the vehicle herein described on streets, highways or elsewhere at their discretion for the purpose of testing / inspection. An expressed Mechanic's Lien is hereby acknowledged on the above vehicle to secure the amount of repairs thereto. I understand that The Garage is not responsible for delay or other consequences due to the unavailability of parts shipments beyond their control. The Garage is NOT RESPONSIBLE FOR DAMAGE OR ARTICLES LEFT IN CAR IN CASE OF FIRE, THEFT, OR ANY OTHER CAUSE BEYOND THEIR CONTROL. The Garage is not responsible for consequential damages. Labor Warranty is 12mo or 12k mi. Parts warranty is the manufacturer's. All warranty work must be completed by The Garage. Warranty on commercial vehicles is 6mo or 6k miles.

Labor :	\$50.00
Parts :	\$0.00
Sublet :	\$0.00
Other Fees :	\$0.00
EPA FEES	\$0.00
Subtotal :	\$50.00
Sales Tax :	\$3.44
Paid By :	Total : \$53.44
On Account	Paid : \$0.00
Pay Ref :	Due : \$53.44

Work Order Detail for Equipment H194

AssetWORKS

Report Date: 4/28/2010

Work Order: **EG-2010-187**

Status: **CLOSED**

Dept: **POL - POLICE DEPARTMENT**

Warranty: **NO**

Asset No:		Opened By:	E24479	Date In:	1-11-2010 8:37 AM
License:	G69880	Current Equip Status:		Date Due:	1-12-2010 8:37 AM
Serial No:	1GNEC03047R365402	Account:	1105121000	Opened:	1-11-2010 8:37 AM
Job Type:	REPAIR	Reference WO:		Finished:	1-12-2010 10:41 AM
Meter 1:	41,119	Shop Hours:	18.57	Closed:	1-12-2010 1:56 PM
Meter 2:	0	User Hours:	0.00	Estimated Hours:	0.0
Priority:	1	Accident:		Warranty Expire:	5-15-2012
Incident:		Project:			

Non Service Request Tasks

Task: (013-001) Front Brakes & Drums				Warranty: NO
WAC: 03 - EXCHANGE - NEW	Reason: A - NORMAL WEAR			
Work Class:	Comments:			
Labor		Labor Hrs	Cost	
Emp: (EG20) Mario Elizondo		0.07	5.46	
(EG20) Mario Elizondo		2.02	157.56	
Parts		Qty Issued	Issue Price	Total Cost
(17D1092MHPV-2) BRAKE; BRAKE PAD SET		1	62.49	62.49
Task: (013-002) Rear Brakes & Drums				Warranty: NO
WAC: 03 - EXCHANGE - NEW	Reason: A - NORMAL WEAR			
Work Class:	Comments:			
Labor		Labor Hrs	Cost	
Emp: (EG20) Mario Elizondo		0.17	13.26	
(EG20) Mario Elizondo		1.92	149.76	
(EG20) Mario Elizondo		0.05	3.90	
Parts		Qty Issued	Issue Price	Total Cost
(17D1194CH-2) BRAKE; BRAKE PADS		1	52.13	52.13

Notes

User ID	Comment	Date/Time Stamp
E03689	FOUR WHEEL BRAKE JOB, TURNED ROTORS, REPLACED B-PADS.	1-12-2010 10:40AM
E24479	NEEDS BRAKES	1-11-2010 8:38AM

Handwritten: 799 MILES
X .075 = 1.0
[Signature]

Comments:	Internal Parts Cost:	\$114.62
	Internal Labor Cost:	\$329.94
	Commercial Parts Cost:	
	Commercial Labor Cost:	
	Commercial Misc Cost:	
	Overhead Costs:	\$0.00
	Sub Total:	\$444.56
	Commercial Total:	\$0.00
	Work Order Total:	\$444.56

THE GARAGE
 6441 Western Trail NW
 Albuquerque, NM 87120
 (505) 352-5152

Repair Order #0018349
 Date Printed : 11/11/09
 Page : 1
 Center :

Customer : CITY OF ALBUQUERQUE		Vehicle : 2008 FORD CROWN VICTORIA	
Address : PO BOX 1985		License : G75623	Rel :
City : ALBUQUERQUE, NM 87103-		VIN : 2FAFP71V78X180055	
Phone 1 : (505) 764-1532	Ext : 6TH	Engine : 4.6	Dept. : APD
Phone 2 : (505) 857-8095	Ext : PINO	Mileage : 12572	Unit : J332

Parts				Labor				
Quan	Part Number	Description	Price	Op	Tech	Description	Time	Charge
1.00	ATD931C	DISC BRAKE PAD SET	128.64			Estimate Approvals:		
1.00	ATD1040AP	DISC BRAKE PAD SET	110.30			Orig Approval Date: 11/10/2009 11:55:00		
2.00	680110	BRAKE ROTOR	234.24			Reason:		
2.00	680129	BRAKE ROTOR	183.72			\$0.00 OK By: CITY OF ALBUQUERQUE		
2.00	1001	BRAKE CLEANER	9.98			Phone: (505) 764-1532 By: ED PER PHONE W		
		PARTS DISCOUNT	-66.69			-----		
				BRK0	MW	CHECKED THE BRAKES AND FOUND THE FRONT PADS WORN TO 20% AND THE ROTORS ARE BLUE, GLAZED AND HAVE RUN OUT, FOUND THE REARS GLAZED, BLUE AND RUN OUT, INSTALLED NEW FRONT AND REAR ROTORS, AND NEW FRONT AND REAR PADS, TEST DROVE		229.50
						LABOR DISCOUNT		-22.95

063001
83

664287

OK Bad	Recommendation	OK Bad	Recommendation	OK Bad	Recommendation
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GG 2009 4787

GARAGE CONTRACT#690307 UNIT#J332 APD

CRO 0000738705
 VENDOR 105173
 RECEIPT 738274 LINE 1
 LOC - MAIN (DFAS/FLEET)

I hereby authorize the repair work to be done with the necessary parts and materials and hereby grant The Garage to operate the vehicle herein described on streets, highways or elsewhere at their discretion for the purpose of testing / inspection. An expressed Mechanic's Lien is hereby acknowledged on the above vehicle to secure the amount of repairs thereto. I understand that The Garage is not responsible for delay or other consequences due to the unavailability of parts shipments beyond their control. The Garage is NOT RESPONSIBLE FOR DAMAGE OR ARTICLES LEFT IN CAR IN CASE OF FIRE, THEFT, OR ANY OTHER CAUSE BEYOND THEIR CONTROL. The Garage is not responsible for consequential damages. Labor Warranty is 12mo or 12k mi. Parts warranty is the manufacturer's. All warranty work must be completed by The Garage. Warranty on commercial vehicles is 6mo or 6k miles.

Labor:	\$206.55
Parts:	\$600.19
Sublet:	\$0.00
Other Fees:	\$0.00
EPA FEES	\$0.00
Subtotal:	\$806.74
Sales Tax:	\$14.20
Paid By:	Total: \$820.94
On Account	Paid: \$0.00
Pay Ref:	Due: \$820.94

THE GARAGE
6441 Western Trail NW
Albuquerque, NM 87120
(505) 352-5152

Repair Order #0017520
Date Printed : 8/21/09
Page : 1
Center :

Customer : CITY OF ALBUQUERQUE
Address : PO BOX 1985
City : ALBUQUERQUE, NM 87103-
Phone 1 : (505) 764-1532 Ext: 6TH
Phone 2 : (505) 857-8095 Ext: PINO

Vehicle : 2005 FORD CROWN VIC
License : G62316 Rel :
VIN : 2FAFP71W95X142671
Engine : 4.6 Dept :
Mileage : 87902 Unit : F38

Parts				Labor			
Quan	Part Number	Description	Price	Op Tech	Description	Time	Charge
2.00	1001	BRAKE CLEANER	9.98		Estimate Approvals:		
2.00	680110	ROTOR	224.04		Orig Approval Date: 8/19/2009 2:39:00 PM		
2.00	680129	ROTOR	175.72		Reason:		
1.00	ATD931P	DISC BRAKE PAD	113.94		\$0.00 OK By: CITY OF ALBUQUERQUE		
1.00	ATD1040AP	DISC BRAKE PAD	113.92		Phone: (505) 764-1532 By: ED PER PHONE W		
		PARTS DISCOUNT	-63.76				
				COM015 UNA TAG#2809 WAITER			0.00
				1- CHECK BRAKES AND ADVISE			
				BRK005 AS CHECKED THE BRAKES AND FOUND THE FRONT			212.50
				AND REAR BRAKES ARE WORN THIN, REPLACED			
				THE FRONT AND REAR ROTORS AND THE FRONT			
				AND REAR PADS, TEST DROVE			
				LABOR DISCOUNT			-21.25

OK Bad Recommendation OK Bad Recommendation OK Bad Recommendation

CRO 0000729607
VENDOR 105173
RECEIPT 728090 LOC-MAIN
LINE 3 (DFAS/FLEET)

I hereby authorize the repair work to be done with the necessary parts and materials and hereby grant The Garage to operate the vehicle herein described on streets, highways or elsewhere at their discretion for the purpose of testing / inspection. An expressed Mechanic's Lien is hereby acknowledged on the above vehicle to secure the amount of repairs thereto. I understand that The Garage is not responsible for delay or other consequences due to the unavailability of parts shipments beyond their control. The Garage is NOT RESPONSIBLE FOR DAMAGE OR ARTICLES LEFT IN CAR IN CASE OF FIRE, THEFT, OR ANY OTHER CAUSE BEYOND THEIR CONTROL. The Garage is responsible for consequential damages. Labor Warranty is 12mo or 12k mi. Parts warranty is the manufacturer's. All warranty work must be completed by The Garage. Warranty on commercial vehicles is 6mo or 6k miles.

Labor : \$191.25
Parts : \$573.84
Sublet : \$0.00
Other Fees : \$0.00
EPA FEES : \$0.00
Subtotal : \$765.09
Sales Tax : \$13.15
Paid By :
On Account :
Pay Ref :
Total : \$778.24
Paid : \$0.00
Due : \$778.24

THE GARAGE
6441 Western Trail NW
Albuquerque, NM 87120
(505) 352-5152

Repair Order #0008818

Date Printed : 6/6/07

Page : 2

Center :

Customer : CITY OF ALBUQUERQUE Address : PO BOX 1985 City : ALBUQUERQUE, NM 87103- Phone 1 : (505) 857-8073 Ext: PAUL Phone 2 : (505) 857-8092 Ext: ED	Vehicle : 2000 FORD CROWN VICTORIA License : G45782 Rel : VIN : 2FAFP71W4YX192088 Engine : 4.6 Dept. : APD Mileage : 115502 Unit : A96
---	--

Parts				Labor				
Quan	Part Number	Description	Price	Op	Tech	Description	Time	Charge
						PER BENNIE MABSTAS AT FLEET MGMT.		
				COA004	GP	TRANSMISSION FLUSH AND SERVICE. INCLUDES		227.00
						CHEMICAL FLUSH WITH A MACHINE AND A NEW		
						PAN GASKET AND FILTER. REFILL WITH THE		
						NEEDED AMOUNT OF THE SPECIFIED FLUID		
				MISO	GP	ROTATE TIRES, PERFORM NEEDED CHECKS		69.00
						CONSISTANT WITH A PM-B. CHECK LIGHTS,		
						REPLACE NEEDED BULBS. INSTALL AIR		
						FILTER, INSPECT BRAKES, HOSES, AND UNDER		
						CHASSIS.		
				MISO	GP	REPLACE FUEL FILTER		55.20
				MISO	GP	REPLACE PCV AND CHECK FUNCTION OF THE		34.50
						SYSTEM.		
				MISO	MW	REPLACE FAILED PITMAN AND IDLER ARM AND		207.00
						ALIGN FRONT END.		
				MISO	GP	REPLACE FAILED TAILSHAFT HOUSING SEAL		69.00
						AND TOP OFF.		
						LABOR DISCOUNT		-71.20

OK Bad	Recommendation	OK Bad	Recommendation
<div style="display: flex; justify-content: space-between;"> <div>garage contract#686120 UNIT#A96</div> <div>DRIVER: JOSH ROGERS DEPT: POLICE</div> </div>			

I hereby authorize the repair work to be done with the necessary parts and materials and hereby grant The Garage to operate the vehicle herein described on streets, highways or elsewhere at their discretion for the purpose of testing / inspection. An expressed Mechanic's Lien is hereby acknowledged on the above vehicle to secure the amount of repairs thereto. I understand that The Garage is not responsible for delay or other consequences due to the unavailability of parts shipments beyond their control. The Garage is NOT RESPONSIBLE FOR DAMAGE OR ARTICLES LEFT IN CAR IN CASE OF FIRE, THEFT, OR ANY OTHER CAUSE BEYOND THEIR CONTROL. The Garage is not responsible for consequential damages. Labor Warranty is 12mo or 12k mi. Parts warranty is the manufacturer's. All warranty work must be completed by The Garage. Warranty on commercial vehicles is 6mo or 6k miles.	<table style="width:100%"> <tr> <td>Labor :</td> <td align="right">\$640.75</td> </tr> <tr> <td>Parts :</td> <td align="right">\$253.67</td> </tr> <tr> <td>Sublet :</td> <td align="right">\$0.00</td> </tr> <tr> <td>Other Fees :</td> <td align="right">\$0.00</td> </tr> <tr> <td>EPA FEES</td> <td align="right">\$0.00</td> </tr> <tr> <td>Subtotal :</td> <td align="right">\$894.42</td> </tr> <tr> <td>Sales Tax :</td> <td align="right">\$44.05</td> </tr> <tr> <td>Paid-By :</td> <td></td> </tr> <tr> <td>On Account</td> <td align="right">Total : \$938.47</td> </tr> <tr> <td>Pay Ref :</td> <td align="right">Paid : \$0.00</td> </tr> <tr> <td></td> <td align="right">Due : \$938.47</td> </tr> </table>	Labor :	\$640.75	Parts :	\$253.67	Sublet :	\$0.00	Other Fees :	\$0.00	EPA FEES	\$0.00	Subtotal :	\$894.42	Sales Tax :	\$44.05	Paid-By :		On Account	Total : \$938.47	Pay Ref :	Paid : \$0.00		Due : \$938.47
Labor :	\$640.75																						
Parts :	\$253.67																						
Sublet :	\$0.00																						
Other Fees :	\$0.00																						
EPA FEES	\$0.00																						
Subtotal :	\$894.42																						
Sales Tax :	\$44.05																						
Paid-By :																							
On Account	Total : \$938.47																						
Pay Ref :	Paid : \$0.00																						
	Due : \$938.47																						

THE GARAGE
6441 Western Trail NW
Albuquerque, NM 87120
(505) 352-5152

Repair Order #0008816

Date Printed : 6/6/07

Page : 1

Center :

Customer : CITY OF ALBUQUERQUE

Address : PO BOX 1985

City : ALBUQUERQUE, NM 87103-

Phone 1 : (505) 857-8073 Ext : PAUL

Phone 2 : (505) 857-8092 Ext : ED

Vehicle : 2004 FORD CROWN VICTORIA

License : G57720

Rel :

VIN : 2FAFP71W54X136820

Engine : 4.6

Dept. : APD

Mileage : 60950

Unit : E13

Parts

Labor

Quan	Part Number	Description	Price	Op	Tech	Description	Time	Charge
				COM015	UNA	TAG#8816		0.00
						1-OVERHEATING		
						LATE NIGHT EMERGENCY		
				MISO	GP	INSTALL NEEDED TEST EQUIPMENT AND FOUND		69.00
						CODES FOR ENGINE OVERHEAT. RESET PCM.		
						CHECK COOLING SYSTEM AND VERIFY THE		
						OPERATION OF THE FAN, WATER PUMP AND		
						THERMOSTAT. OK AT THIS TIME. TIGHTENED		
						RADIATOR CAP AND RECHECK. NO LEAKS FOUND		
						AND VEHICLE DID NOT OVERHEAT WHILE HERE.		
						LABOR DISCOUNT		-6.90

OK Bad Recommendation OK Bad Recommendation OK Bad Recommendation

GARAGE CONTRACT#686120
DEPT:POLICE

UNIT#E-13
DRIVER:CHRIS ROMERO

I hereby authorize the repair work to be done with the necessary parts and materials and hereby grant The Garage to operate the vehicle herein described on streets, highways or elsewhere at their discretion for the purpose of testing / inspection. An expressed Mechanic's Lien is hereby acknowledged on the above vehicle to secure the amount of repairs thereto. I understand that The Garage is not responsible for delay or other consequences due to the unavailability of parts shipments beyond their control. The Garage is NOT RESPONSIBLE FOR DAMAGE OR ARTICLES LEFT IN CAR IN CASE OF FIRE, THEFT, OR ANY OTHER CAUSE BEYOND THEIR CONTROL. The Garage is not responsible for consequential damages. Labor Warranty is 12mo or 12k mi. Parts warranty is the manufacturer's. All warranty work must be completed by The Garage. Warranty on commercial vehicles is 6mo or 6k miles.

Labor :	\$62.10
Parts :	\$0.00
Sublet :	\$0.00
Other Fees :	\$0.00
EPA FEES	\$0.00
Subtotal :	\$62.10
Sales Tax :	\$4.27
Paid By :	Total : \$66.37
On Account	Paid : \$0.00
Pay Ref :	Due : \$66.37

THE GARAGE
6441 Western Trail NW
Albuquerque, NM 87120
(505) 352-5152

Repair Order #0008803

Date Printed : 6/5/07

Page : 1

Center :

Customer : CITY OF ALBUQUERQUE

Address : PO BOX 1985

City : ALBUQUERQUE, NM 87103-

Phone 1 : (505) 857-8073 Ext : PAUL

Phone 2 : (505) 857-8092 Ext : ED

Vehicle : 2005 CHET TRAILBLAZER

License :

Rel :

VIN : 1GNDDT13B652134526

Engine : 4.2

Dept. : APD

Mileage : 44941

Unit : 316X

Parts				Labor			
Quan	Part Number	Description	Price	Op Tech	Description	Time	Charge
1.00	15306	PINION SEAL - FRON	22.70		Estimate Approvals:		
1.00	80W90	80W90 OIL	6.40		Orig Approval Date: 6/5/2007 5:58:00 PM		
1.00	22729	AIR FILTER (PROSEL	21.73		Reason: OK TO FIX		
1.00	18567	A/TRANS FILTER KIT	30.85		\$636.51 OK By: CITY OF ALBUQUERQUE		
2.00	NB22	WIPER BLADE - NAPA	15.16		Phone: (505) 857-8073 By: JIMMY AT 6TH S		
		PARTS DISCOUNT	-9.68		-----		
				COM015	UNATAG# - 8803		0.00
				1	- PM-B		
				COA007	PL LUBE,OIL AND FILTER.INCLUDES UP TO 7		50.25
					QUARTS OF SPECIFIED OIL AND A NEW OIL		
					FILTER.TOP OFF ALL FLUIDS AS NEEDED,		
					ADJUST AIR PRESSURE TO SPECS, AND LUBE		
					ALL GREASE FITTINGS.THE PACKAGE WAS		
					UPGRADED TO A SYNTHETIC BLEND ON 5-10-07		
					PER BENNIE MAESTAS AT FLEET MGMT.		
				COA004	PL TRANSMISSION FLUSH AND SERVICE. INCLUDES		227.00
					CHEMICAL FLUSH WITH A MACHINE AND A NEW		
					PAN GASKET AND FILTER. REFILL WITH THE		
					NEEDED AMOUNT OF THE SPECIFIED FLUID		
				MISO	PL DUE TO LEAK, REPLACE FRONT PINION SEAL		89.70

OK Bad Recommendation OK Bad Recommendation OK Bad Recommendation

GARAGE CONTRACT # 686120
DEPT - APD

DRIVER - LUKE EDWARDS 610-5853/ 839-6400 - Robert
UNIT - 316X

I hereby authorize the repair work to be done with the necessary parts and materials and hereby grant The Garage to operate the vehicle herein described on streets, highways or elsewhere at their discretion for the purpose of testing / inspection. An expressed Mechanic's Lien is hereby acknowledged on the above vehicle to secure the amount of repairs thereto. I understand that The Garage is not responsible for delay or other consequences due to the unavailability of parts shipments beyond their control. The Garage is NOT RESPONSIBLE FOR DAMAGE OR ARTICLES LEFT IN CAR IN CASE OF FIRE, THEFT, OR ANY OTHER CAUSE BEYOND THEIR CONTROL. The Garage is not responsible for consequential damages. Labor Warranty is 12mo or 12k mi. Parts warranty is the manufacturer's. All warranty work must be completed by The Garage. Warranty on commercial vehicles is 6mo or 6k miles.

Labor : \$454.45
Parts : \$87.16
Sublet : \$0.00
Other Fees : \$0.00
EPA FEES \$0.00
Subtotal : \$541.61
Sales Tax : \$31.24

Paid By : **Total :** \$572.85
On Account **Paid :** \$0.00
Pay Ref : **Due :** \$572.85

THE GARAGE
6441 Western Trail NW
Albuquerque, NM 87120
(505) 352-5152

Repair Order #0008803

Date Printed : 6/5/07

Page : 2

Center :

Customer : CITY OF ALBUQUERQUE

Address : PO BOX 1985

City : ALBUQUERQUE, NM 87103-

Phone 1 : (505) 857-8073 Ext: PAUL

Phone 2 : (505) 857-8092 Ext: ED

Vehicle : 2005 CHET TRAILBLAZER

License :

Rel :

VIN : 1GNDT13B652134526

Engine : 4.2

Dept. : APD

Mileage : 44941

Unit : 316X

Parts

Labor

Quan	Part Number	Description	Price
------	-------------	-------------	-------

Op	Tech	Description	Time	Charge
		AND TOP OFF FRONT DIFFERENTIAL.		
ALG005	MW	TWO WHEEL ALIGNMENT		69.00
MISO	UNA	PERFORM NEEDED CHECKS FOR A PM-B.		69.00
		REPLACE WIPER BLADES AND ROTATE TIRES.		
		INSPECT SUSPENSION AND SAFETY ITEMS.		
COM010	UNA	SERVICE MANAGER NOTES:THE FUEL FILTER IS		0.00
		NOT SERVICABLE DUE TO ITS LOCATION		
		INSIDE THE GAS TANK AND THE PCV SYSTEM		
		IS NOT SERVICABLE.		
		LABOR DISCOUNT		-50.50

OK	Bad	Recommendation	OK	Bad	Recommendation	OK	Bad	Recommendation
----	-----	----------------	----	-----	----------------	----	-----	----------------

GARAGE CONTRACT # 686120
DEPT - APD

DRIVER - LUKE EDWARDS 610-5853/ 839-6400 - Robert
UNIT - 316X

I hereby authorize the repair work to be done with the necessary parts and materials and hereby grant The Garage to operate the vehicle herein described on streets, highways or elsewhere at their discretion for the purpose of testing / inspection. An expressed Mechanic's Lien is hereby acknowledged on the above vehicle to secure the amount of repairs thereto. I understand that The Garage is not responsible for delay or other consequences due to the unavailability of parts shipments beyond their control. The Garage is NOT RESPONSIBLE FOR DAMAGE OR ARTICLES LEFT IN CAR IN CASE OF FIRE, THEFT, OR ANY OTHER CAUSE BEYOND THEIR CONTROL. The Garage is not responsible for consequential damages. Labor Warranty is 12mo or 12k mi. Parts warranty is the manufacturer's. All warranty work must be completed by The Garage. Warranty on commercial vehicles is 6mo or 6k miles.

Labor :	\$454.45
Parts :	\$87.16
Sublet :	\$0.00
Other Fees :	\$0.00
EPA FEES	\$0.00
Subtotal :	\$541.61
Sales Tax :	\$31.24

Paid By:	Total :	\$572.85
On Account	Paid :	\$0.00
Pay Ref:	Due :	\$572.85

THE GARAGE
6441 Western Trail NW
Albuquerque, NM 87120
(505) 352-5152

Repair Order #0008762

Date Printed : 6/5/07

Page : 1

Center :

Customer : CITY OF ALBUQUERQUE

Address : PO BOX 1985

City : ALBUQUERQUE, NM 87103-

Phone 1 : (505) 857-8073 Ext: PAUL

Phone 2 : (505) 857-8092 Ext: ED

Vehicle : 2000 FORD CROWN VICTORIA

License : G45777

Rel :

VIN : 2FAFP71W1YX192078

Engine : 4.6

Dept. : APD

Mileage : 119653

Unit : A86

Parts

Quan	Part Number	Description	Price
1.00	6001187	MANIFOLD, INTAKE	494.88
2.00	COOLANT1	ANTIFREEZE, GREEN	29.60
2.00	1001	CLEANER	9.98
		PARTS DISCOUNT	-53.45

Labor

Op	Tech	Description	Time	Charge
		Estimate Approvals:		
		Orig Approval Date: 6/1/2007 3:37:00 PM		
		Reason:		
		\$900.00 OK By: CITY OF ALBUQUERQUE		
		Phone: (505) 857-8073 By: ED PER PHONE W		

		COM015 UNA TAG# - 1706		0.00
		1 - VEHICLE IS OVER HEATING AND LEAKING COOLANT		
		COLO GP TEST DROVE AND DIAGNOSED THE OVERHEATING AND COOLANT LEAK AND FOUND COOLANT LEAKING FROM THE INTAKE MANIFOLD, REPLACED THE MANIFOLD KIT WITH NEW GASKETS, MANIFOLD, THERMOSTAT, FLUSHED THE COOLING SYSTEM AND REFILLED THE COOLING SYSTEM, AND TEST DROVE		469.70
		LABOR DISCOUNT		-46.97

OK Bad

Recommendation

OK Bad

Recommendation

OK Bad

Recommendation

GARAGE CONTRACT #686120
DEPT - APD

dept:POLICE
UNIT - A86

I hereby authorize the repair work to be done with the necessary parts and materials and hereby grant The Garage to operate the vehicle herein described on streets, highways or elsewhere at their discretion for the purpose of testing / inspection. An expressed Mechanic's Lien is hereby acknowledged on the above vehicle to secure the amount of repairs thereto. I understand that The Garage is not responsible for delay or other consequences due to the unavailability of parts shipments beyond their control. The Garage is NOT RESPONSIBLE FOR DAMAGE OR ARTICLES LEFT IN CAR IN CASE OF FIRE, THEFT, OR ANY OTHER CAUSE BEYOND THEIR CONTROL. The Garage is not responsible for consequential damages. Labor Warranty is 12mo or 12k mi. Parts warranty is the manufacturer's. All warranty work must be completed by The Garage. Warranty on commercial vehicles is 6mo or 6k miles.

Labor :	\$422.73
Parts :	\$481.01
Sublet :	\$0.00
Other Fees :	\$0.00
EPA FEES	\$0.00
Subtotal :	\$903.74
Sales Tax :	\$29.06

Paid-By:	Total :	\$932.80
On Account	Paid :	\$0.00
Pay Ref :	Due :	\$932.80

THE GARAGE
6441 Western Trail NW
Albuquerque, NM 87120
(505) 352-5152

Repair Order #0008804

Date Printed : 6/5/07

Page : 1

Center :

Customer : CITY OF ALBUQUERQUE

Address : PO BOX 1985

City : ALBUQUERQUE, NM 87103-

Phone 1 : (505) 857-8073 Ext : PAUL

Phone 2 : (505) 857-8092 Ext : ED

Vehicle : 2003 FORD CROWN VICTORIA

License : G53354

Rel :

VIN : 2FAFP71W33X120534

Engine : 4.6

Dept. :

Mileage : 63489

Unit : D110

Parts

Labor

Quan Part Number Description Price

Op Tech Description Time Charge

Estimate Approvals:

Orig Approval Date: 6/5/2007 1:31:00 PM

Reason: OK TO FIX

\$53.70 OK By: CITY OF ALBUQUERQUE

Phone: (505) 857-8073 By: JIMMY AT 6TH S

COM015 UNATAG#ASAP

0.00

1- PMA

COA007 14 LUBE,OIL AND FILTER.INCLUDES UP TO 7

50.25

QUARTS OF SPECIFIED OIL AND A NEW OIL

FILTER.TOP OFF ALL FLUIDS AS NEEDED,

ADJUST AIR PRESSURE TO SPECS, AND LUBE

ALL GREASE FITTINGS.THE PACKAGE WAS

UPGRADED TO A SYNTHETIC BLEND ON 5-10-07

PER BENNIE MAESTAS AT FLEET MGMT.

OK Bad

Recommendation

OK Bad

Recommendation

OK Bad

Recommendation

garage contract#686120
driver:LUKE EDWARDS

DEPT:POLICE
UNIT#D110

I hereby authorize the repair work to be done with the necessary parts and materials and hereby grant The Garage to operate the vehicle herein described on streets, highways or elsewhere at their discretion for the purpose of testing / inspection. An expressed Mechanic's Lien is hereby acknowledged on the above vehicle to secure the amount of repairs thereto. I understand that The Garage is not responsible for delay or other consequences due to the unavailability of parts shipments beyond their control. The Garage is NOT RESPONSIBLE FOR DAMAGE OR ARTICLES LEFT IN CAR IN CASE OF FIRE, THEFT, OR ANY OTHER CAUSE BEYOND THEIR CONTROL. The Garage is not responsible for consequential damages. Labor Warranty is 12mo or 12k mi. Parts warranty is the manufacturer's. All warranty work must be completed by The Garage. Warranty on commercial vehicles is 6mo or 6k miles.

Labor: \$50.25

Parts: \$0.00

Sublet: \$0.00

Other Fees: \$0.00

EPA FEES \$0.00

Subtotal: \$50.25

Sales Tax: \$3.45

Paid-By:

Total: \$53.70

On Account

Paid: \$0.00

Pay Ref:

Due: \$53.70

Fuel
Usage

AVERAGE FUEL USAGE

The average distance driven within each area command is relatively consistent. To illustrate, the Department collected the average fuel usage per command and compared the data as illustrated below. The average fuel usage per officer ran the gamut from 110.7 to 131.0 for each of the six area commands, with the mean fuel usage being 120.16 gallons per month per officer.

AREA COMMAND	TOTAL FUEL USEAGE	AVERAGE PER OFFICER	MEAN
Foothills	10,334.49	123.0	
Northeast	13,600.50	119.3	
Southeast	14,670.64	123.3	
Valley	13,757.24	131.0	
Northwest	8,758.32	113.7	
Southwest	9,518.56	110.7	
TOTAL	70,639.75		120.16

Fuel Data

For Location(s): POL-FHAC, POL-NEAC, POL-NVAC, POL-NWAC,
POL-SEAC, POL-SWAC

Starting: 02/01/2010 through 02/28/2010

POL-FHAC - POL-FOOTHILLS SUBSTATION

1332 <8.5K-AUTO -INTRMED-SEDAN

Total For Fuel Type: UNL	9.10
--------------------------	------

Total For Fuel Type: 1332 - <8.5K-AUTO -INTRME	9.10
--	------

1342 <8.5K-AUTO -FULSIZE-SEDAN

Total For Fuel Type: E85	102.80
--------------------------	--------

Total For Fuel Type: UNL	364.70
--------------------------	--------

Total For Fuel Type: 1342 - <8.5K-AUTO -FULSIZ	467.50
--	--------

1348 <8.5K-AUTO -FULSIZE-LAW ENFORC

Total For Fuel Type: E85	2,843.10
--------------------------	----------

Total For Fuel Type: UNL	5,872.39
--------------------------	----------

Total For Fuel Type: 1348 - <8.5K-AUTO -FULSIZ	8,715.49
--	----------

1648 <8.5K-SUV-EMERSVC-LAW ENFORCEM

Total For Fuel Type: E85	812.70
--------------------------	--------

Total For Fuel Type: UNL	329.70
--------------------------	--------

Total For Fuel Type: 1648 - <8.5K-SUV-EMERSVC	1,142.40
---	----------

Total For Location: POL-FHAC - POL-FOOTHILLS SUBS	10,334.49
Average Use By Officer:	123.0

POL-NEAC - POL-JOHN CARRILLO SUBSTATION

1332 <8.5K-AUTO -INTRMED-SEDAN

Total For Fuel Type: E85	20.90
--------------------------	-------

Total For Fuel Type: UNL	139.20
--------------------------	--------

Total For Fuel Type: 1332 - <8.5K-AUTO -INTRME	160.10
--	--------

1342 <8.5K-AUTO -FULSIZE-SEDAN

Total For Fuel Type: E85	23.80
--------------------------	-------

Total For Fuel Type: UNL	221.40
--------------------------	--------

Total For Fuel Type: 1342 - <8.5K-AUTO -FULSIZ	245.20
--	--------

1348 <8.5K-AUTO -FULSIZE-LAW ENFORC

Total For Fuel Type: CNG	17.00
--------------------------	-------

Total For Fuel Type: E85	4,055.40
--------------------------	----------

Fuel Data

For Location(s): POL-FHAC, POL-NEAC, POL-NVAC, POL-NWAC,
POL-SEAC, POL-SWAC

Starting: 02/01/2010 through 02/28/2010

POL-SEAC - POL-PHIL CHACON SUBSTATION

Total For Fuel Type: UNL	7,881.14
Total For Fuel Type: 1348 - <8.5K-AUTO -FULSIZ	12,681.14

1648 <8.5K-SUV-EMERSVC-LAW ENFORCEM

Total For Fuel Type: E85	1,267.00
Total For Fuel Type: UNL	236.50
Total For Fuel Type: 1648 - <8.5K-SUV-EMERSVC	1,503.50

Total For Location: POL-SEAC - POL-PHIL CHACON SUB	14,670.64
Average Use By Officer:	123.3

POL-SWAC - POL-SEAN MCWEATHY SUBSTATION

1332 <8.5K-AUTO -INTRMED-SEDAN

Total For Fuel Type: UNL	95.01
Total For Fuel Type: 1332 - <8.5K-AUTO -INTRME	95.01

1342 <8.5K-AUTO -FULSIZE-SEDAN

Total For Fuel Type: E85	240.60
Total For Fuel Type: UNL	178.34
Total For Fuel Type: 1342 - <8.5K-AUTO -FULSIZ	418.94

1348 <8.5K-AUTO -FULSIZE-LAW ENFORC

Total For Fuel Type: CNG	32.60
Total For Fuel Type: E85	2,420.60
Total For Fuel Type: UNL	5,530.11
Total For Fuel Type: 1348 - <8.5K-AUTO -FULSIZ	7,983.31

1648 <8.5K-SUV-EMERSVC-LAW ENFORCEM

Total For Fuel Type: E85	705.80
Total For Fuel Type: UNL	315.50
Total For Fuel Type: 1648 - <8.5K-SUV-EMERSVC	1,021.30

Total For Location: POL-SWAC - POL-SEAN MCWEATHY	9,518.56
Average Use By Officer:	110.7

Fuel Data
For POL-CIB
Starting: 02/01/2010 through 02/28/2010

POL-CIB - POL-CIB

1332 <8.5K-AUTO -INTRMED-SEDAN

Total For Fuel Type: E85	83.00
Total For Fuel Type: UNL	1,183.10
Total For Eq Type: 1332 - <8.5K-AUTO -INTRMED-SEDAN	1,266.10

1342 <8.5K-AUTO -FULSIZE-SEDAN

Total For Fuel Type: E85	849.10
Total For Fuel Type: UNL	3,035.70
Total For Eq Type: 1342 - <8.5K-AUTO -FULSIZE-SEDAN	3,884.80

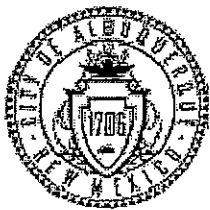
1348 <8.5K-AUTO -FULSIZE-LAW ENFORC

Total For Fuel Type: CNG	29.40
Total For Fuel Type: E85	1,053.00
Total For Fuel Type: UNL	3,263.23
Total For Eq Type: 1348 - <8.5K-AUTO -FULSIZE-LAW ENFORC	4,345.63

1648 <8.5K-SUV-EMERSVC-LAW ENFORCEM

Total For Fuel Type: E85	128.10
Total For Fuel Type: UNL	125.90
Total For Eq Type: 1648 - <8.5K-SUV-EMERSVC-LAW ENFORCEM	254.00

Total For Location: POL-CIB - POL-CIB	9,750.53
Average Use For 142 Officers:	68.7



CITY OF ALBUQUERQUE

Albuquerque Police Department

Raymond D. Schultz, Chief of Police

INTEROFFICE MEMORANDUM

January 8, 2010

TO: Raymond D. Schultz, Chief of Police

FROM: Macario Page, Lieutenant, FSB Operations Review

SUBJECT: E85 Fuel

The Department has been utilizing E85 fuel since 2007 resulting in 35% of the fleet primarily relying on E85 fuel. The following provides an overview of the advantages and disadvantages of E85 fuel with attached supporting documentation.

The Department currently pays \$2.40/gallon for unleaded fuel and \$2.50/gallon for E-85 fuel. The difference in fuel cost for E85 fuel for FY09 alone accounts for an increased expenditure of approximately \$29,000, notwithstanding fuel efficiency and reported maintenance concerns. City Fleet Services purchases the fuel from Ever-Ready Oil, but the City is currently out to bid for a two-year agreement for fuel purchases. The Department also utilizes fuel cards from Wright Express, which is contracted by the City Fleet Services. Officers are unable to purchase E85 fuel with the Wright Express fuel card because it is not readily available throughout the city. The police vehicles also experience a 15% decrease in miles per gallon with E-85 fuel as reported by Fleet Management. As an aside, the City processing fee for APD accounts for a .19/gallon surcharge for all fuel types, which equates to an expenditure of approximately \$232,000 for the Department.

The department also experienced maintenance issues with the E85 fuel. An unexpected number of fuel pumps had to be replaced in the Chevrolet Tahoe and the Ford Crown Victoria. Several of the new unit's fuel pumps were replaced more than once. Engineers from Chevrolet and Ford were assigned to this issue and the current consensus is that the E85 fuel that was being delivered to the city fueling sites was contaminated. The City had the E85 fuel tanks cleaned and a new filtration system installed. I was unable to obtain a specific cost impact since some work was covered by manufacturer warranty as the manufacturer worked to identify the cause. Observed performance deficiencies include stalling vehicles, sputtering and decreased mileage.

The only reported benefit for using the E85 fuel is environmental and at this point there is conflicting information about the benefits. The department was informed that a study on behalf of the city was being conducted over a year ago; however we never received this report.

In sum, the use of E-85 fuel is not cost effective due to the increased cost, greater fuel consumption and inferior performance. Attached to this memorandum are tables that breakdown the types of fuels, cost and number of gallons used by the Albuquerque Police Department for FY '09.

CC: DC Michael Callaway

Vehicle
Fleet

FLEET TOTALS

AS OF 4/1/2010

MARKED UNITS

Assigned to Officers	633
Auto Theft	2
Traffic Pool Units	9
Retired/Rehire/SRO	77
Fleet Manager Pool	21
SWAC POOL	1
FHAC POOL	1
NVAC POOL	1
SEAC POOL/Impact	2
NEAC POOL	1
NWAC POOL	1
Academy Background Checks,Range	2
Prisoner Transport Unit	3
SID Pool	0
Auto Theft	2
Metro Court Pool	1
K-9 Pool	1
Crime Lab Pool	1
DWI Pool	4
SWAT Pool	2
Marked Sub total	<u>765</u>

UNMARKED UNITS

Assigned to Officers	161
Civilians w / Vehicles	24
Fleet Trip Cars	2
Fleet Manager Pool	9
Rehire	23
Unit Pool Vehicles	6
Unmarked Sub total	<u>225</u>

MISCELLANEOUS UNITS

APD MUSEUM	6
LEASED FUEL ONLY VEHICLES	4
OPEN SPACE UNITS	25
MOTORCYCLES	36
PS A UNITS	31
ACADEMY TRACK UNITS	8
ACADEMY PURSUIT UNITS	4
AIRCRAFT	2
Various Equipment Sub Total	<u>331</u>

ADD FLEET TOTAL

1321

MISC. VEHICLES

YEAR	VIN NUMBER	EQUIP NUMBER	OFFICER	SENIORITY #	ASSIGNMENT	DESCRIPTION
1990	1GBHC34J01E195477	308X	Academy	POOL	Academy	CHEVROLET 3500 FLATE BED STA
1997	3FTHE25GVMMA56283	WH04	Academy	POOL	Academy/Range	FORD F-250
2000	2B4GP2539YR768342	8AFET	Fox, Robert	CIVILIAN	Academy/Vido U	DODGE CARAVAN
2004	1FTSW30S44EC37951	400E	Air Support	POOL	Air Support/GC	FORD F350 CREW CAB
1997	3FTHE25G8VMA56288	WH06	Pool	Pool	Air Support/GC	FORD F-250
2007	1D4GP24E07B251954	78H	Chaplain Office	POOL/CIVILIAN	ASB/PSY	DODGE CARAVAN
1999	1GNFK16RXJX309079	KZ01	POOL/Range/Academy	POOL	AS/SELECT/TRAIN/RANGE	CHEVROLET SUBURBAN 4X4
1997	3FTHE25G0VMA56284	WH01	POOL/RANGE	POOL	AS/TRAIN/RANGE	FORD F-250
1999	3GNGK26FXG238614	ZB10	Pool/Bomb Squad	POOL	Bomb Squad/GC	CHEVROLET SUBURBAN 4X4
2006	4UZAASBW76CW92338	600G	CADS MOBILE COMMAND POST	POOL/MOBILE BACK-UP	CADS/RADIO	FREIGHTLINER
2003	2FMZA51433BA85436	305X	VICTIM ASSISTANCE UNIT	POOL/VAU	CIB-FUEL ONL Y/NOT CITY'S	FORD E350 WINDSTAR PASSENGE
2003	1FAFP55293G189116	306X	VICTIM ASSISTANCE UNIT	POOL/VAU	CIB-FUEL ONL Y/NOT CITY'S	FORD TAURUS
1997	1GNDT13W4VK214863	200W	POOL/CRIME LAB	CIVILIAN	CIB/CRIME lab	CHEVROLET BLAZER 4X4
2007	4UZAASBV37CY78693	H300	CRIME LAB	POOL/CRIME LAB	CIB/CRIME LAB	LDV MOBILE WALK IN CRIME LAB
2000	2B4GP2535YR768337	3AFET	Flores, Larry, L. 06/20/05	CIVILIAN	CIB/CRIME LAB	DODGE CARAVAN
2006	1FDAF56P46EB00114	G400	POOL/CRIME LAB	POOL/CRIME LAB	CIB/CRIME LAB	FORD F500 CRIME SCENE UNIT
1990	1GBHC34JLE195795	309X	POOL/EVIDENCE	POOL/EVIDENCE	CIB/CRIME LAB/EVIDENCE	CHEVROLET 3500 FLATE BED STA
2008	1GNDV23W18D196783	50J	POOL EVIDENCE	POOL/CARGO/PASSENGE	CIB/EVIDENCE	CHEVROLET UPLANDER VAN-E85
2008	1GNDV23W48D197992	51J	POOL EVIDENCE	POOL/CARGO/PASSENGE	CIB/EVIDENCE	CHEVROLET UPLANDER VAN-E85
1996	1GBJ6S1M2TJ114409	650W	Mobile Crime Van	POOL	CIB/SED	CHEVROLET COMMAND POST
1996	1FDHF26G0TEA85202	1VE	Evidence/Ford flat bed P/U	POOL/EVIDENCE	CIB/SED	FORD 3/4 TON F250 4X4 Flat
2000	2B4GP2536YR850805	20AFET	POOL PASSENGER VAN	POOL/CIVILIAN	CIB/SED/CRIME Lab	DODGE CARAVAN PASSENGER
2002	1B4GP2532B611283	100C	POOL PASSENGER VAN	CIVILIAN	CIB/SED/CRIME Lab	DODGE CARAVAN PASSENGER
2002	1B4GP25372B611284	101C	POOL PASSENGER VAN	CIVILIAN	CIB/SED/CRIME Lab	DODGE CARAVAN PASSENGER
2000	3FTSX31S6YMA67930	930A	LAB Response Vehicle	POOL	CIB/SED/CRIME Lab	FORD F350 UTILITY BODY 4X4
2005	1D4GP25R75B136928	1FET	Morales, Frank, A.	CIVILIAN	CIB/SED/FET	DODGE CARAVAN
2000	2B4GP2533YR768336	2AFET	POOL	CIVILIAN	CIB/SED/FET	DODGE CARAVAN
2005	1D4GP25R95B136929	2FET	Ferguson, Dean, M.	CIVILIAN	CIB/SED/FET	DODGE CARAVAN
2005	2FTZA54675BA77082	3FET	Miller Janie	CIVILIAN	CIB/SED/FET	FORD CARGO VAN FREESTAR
2005	2FTZA54695BA77083	4FET	Montoya Victoria V.	CIVILIAN	CIB/SED/FET	FORD CARGO VAN FREESTAR
2000	2B4GP2539YR768339	5AFET	POOL UNIT	POOL	CIB/SED/FET	DODGE CARAVAN
2005	2FTZA54645BA77086	5FET	Triana, Ruby	CIVILIAN	CIB/SED/FET	FORD CARGO VAN FREESTAR
2005	2FTZA54665BA77087	6FET	Galloza, Sally	CIVILIAN	CIB/SED/FET	FORD CARGO VAN FREESTAR
2005	2FTZA54685BA77088	7FET	Sanchez, Raelene, M.	CIVILIAN	CIB/SED/FET	FORD CARGO VAN FREESTAR
2005	2FTZA54625BA77085	8FET	Armstrong, Debbra	CIVILIAN	CIB/SED/FET	FORD CARGO VAN FREESTAR
2005	2FTZA54605BA77084	9FET	FET POOL UNIT	CIVILIAN	CIB/SED/FET	FORD CARGO VAN FREESTAR
1977	CGU1574108831	861	Pool/SID	POOL/SERVALLANCE	CIB/SID	CHEVROLET VAN 2500
1987	1B7HD14T6HS492437	838	Pool/Range	Pool	CO/RANGE MASTER	DODGE 150 TRUCK
2007	1FTVWV31P6TEB44218	H104	Williamson, James	POOL	FSB/SWAT/GC/BOMB	FORD F350 CREW CAB 4X4
2003	1D4GP24333B155986	50D	C.O.A.S.T. (Wesley Zachery Sgt)	POOL	C.O.A.S.T. Unit	DODGE CARAVAN/PASSENGER
2000	2B4GP2537YR768341	7AFET	C.O.A.S.T.	CIVILIAN	C.O.A.S.T. Unit	DODGE CARAVAN
1993	1FTCR10X5PPB08055	500J	POOL/DARE/GRATE	POOL	DARE/GRATE	FORD RANGER
2008	1WF200D1X87017614	087802	TRAILER/COVERED	POOL	ERT TRAILER	ACCUTRAK MFG. CORP.
2006	NH68050603	200G	SKY WATCH SENTINEL/TRAILER	POOL	FIRING RANGE	ICX/SKY WATCH SENTINEL/2 AXLE
1986	GIW60646	TUG01	Airport	POOL/CRIME LAB	FSB/Air Support	CHRYSLER/TRACTOR-TUG/military
2001	1WC200F2617007218	123CL	TRAILER/COVERED	POOL/CRIME LAB	FSB/CRIME Lab	WELLSFARGO TRAILER
1999	1GNGK26J6XJ330368	112S	POOL	POOL/CRIME LAB	FSB/CRIME Lab	CHEVROLET SUV 3BAN 4X4

48	1996	2B7KB31ZXUK505549	V200	Van/Transport		FSB/DWI	DODGE VAN 350 TRANSPORT
49	1990	1GBJ6T1EOLV109499	58G	DWI BAT MOBILE	POOL/DWI	FSB/DWI	CHEVROLET COMMAND POST/BAT
50	2008	1GCGG296481225184	J400	POOL	POOL/DWI	FSB/DWI/TRANSPORT	CHEVY EXPRESS VAN (DWI) 1st In
51	2005	1K9BS08125K118067	057816	SPEED SIGN TRAILER		FSB/FH	SMART TRAILER/SINGLE AXLE
52	2005	1K9BS08145K118068	057817	SPEED SIGN TRAILER		FSB/FH	SMART TRAILER/SINGLE AXLE
53	2005	1K9BS08165K118041	057812	SPEED SIGN TRAILER		FSB/FH	SMART TRAILER/SINGLE AXLE
54	2008	1K9BS08158K118018	087811	SPEED SIGN TRAILER		FSB/GC	SMART TRAILER/SINGLE AXLE
55	2005	1K9BS08185K118042	057811	SPEED SIGN TRAILER		FSB/GC	SMART TRAILER/SINGLE AXLE
56	2008	1K9BS08138K118017	087812	SPEED SIGN TRAILER		FSB/JC	SMART TRAILER/SINGLE AXLE
57	2008	1K9BS08178K118019	087809	SPEED SIGN TRAILER		FSB/JC	SMART TRAILER/SINGLE AXLE
58	2005	1K9BS08145K118040	057813	SPEED SIGN TRAILER		FSB/JC	SMART TRAILER/SINGLE AXLE
59	2008	1K9BS08138K118020	087810	SPEED SIGN TRAILER		FSB/PC	SMART TRAILER/SINGLE AXLE
60	2005	1K9BS081X6K118043	057810	SPEED SIGN TRAILER		FSB/PC	SMART TRAILER/SINGLE AXLE
61	2004	1K9BS08194K118050	047806	SPEED SIGN TRAILER		FSB/SM	SMART TRAILER/SINGLE AXLE
62	2004	1K9BS08104K118051	047805	SPEED SIGN TRAILER		FSB/SM	SMART TRAILER/SINGLE AXLE
63	2002	1H1SDAAL22H631137	BS1	POOL/BOMB SQUAD	POOL	FSB/GC	INTERNATIONAL 4900 4X2
64	2003	5F12S121331001705	037501	TRAFFIC SIGN TRAILER		FSB/GC	GALAXY SIGN TRAILER / 2 AXLE
65	2008	1FDXF46R58EE53048	084014	DWI Seizure Unit	POOL DWI Seizure Unit	FSB/GC/DWI SEIZURES	FORD F450 TOW TRUCK
66	2007	4RACS20217K020709	077815	ENCLOSED TRAILER	FSB/MV/Traffic	FSB/MV/Traffic	INTERSTATE LOADRUNNER
67	2006	5HPW18506J16501	328X	POOL/DWI	POOL/DWI	FSB/GC/DWI SEIZURES	FORD LINCOLN NAVIGATOR
68	2005	1B3ES5645D188909	324X	POOL/DWI	POOL/DWI	FSB/GC/DWI SEIZURES	DODGE NEON
69	2006	1GKDT13S762260327	335X	DWI Seizure	POOL/DWI	FSB/GC/DWI SEIZURES	GMC ENVOLY 4X4 SUV SPORT UTIL
70	2004	1GND513S542363412	325X	POOL/DWI	POOL/DWI	FSB/GC/DWI SEIZURES	CHEVROLET TRAILBLAZER 4X4
71	2007	1GCEC19X272194894	331X	POOL/DWI	POOL/DWI	FSB/GC/DWI SEIZURES	CHEVROLET PICK UP TRUCK
72	2005	2GCEC13T051314154	F301	Mc Donald Joshua (Sgt)		FSB/GC/DWI	CHEVROLET SILVERADO 1500 CRE
73	2005	1FDXE45P65H1B08317	F315	POOL/DWI	POOL/DWI	FSB/GC/DWI TRANSPORT	FORD E456 TRANSPORT BUS
74	1999	1GNGK26JXXJ330339	10Z5	Missing Persons Task Force/Cold Case	POOL	CIB/COLD CASE	CHEVROLET SUBURBAN 4X4
75	2005	1FTWW31P25EC29022	F314	Collins, James, W. (Sgt)		FSB/GC/HMU	FORD F350 CREW CAB 4X4
76	2005	1FTWW31P05EC29021	F312	Marquez, Christopher		FSB/GC/HMU	FORD F350 CREW CAB 4X4
77	1999	11WHH1020XW245912	ZHT1	TRAILER/HORSE		FSB/GC/HMU	W-W TRAILER-TRAIL BOSS/2 AXLE
78	2005	1FTWW31PFX5EC29026	F311	Kassa Joe	336	FSB/GC/HMU	FORD F350 CREW CAB 4X4
79	2004	1GCHK29U24E194845	E200	POOL UNIT	North Lot	FSB/GC/HMU	CHEVROLET SILVERADO 2500 EXT
80	1989	8999	123ST	TRAILER	POOL/HMU	FSB/GC/HMU	HORSE TRAILER
81	2006	49SS732296P027890	129HT	TRAILER	POOL/HMU	FSB/GC/HMU	TRAILSWEST-Z4 HOTSHOT
82	2005	1FTWW31P65EC29024	F309	Candelaria Deirdre	287	FSB/GC/HMU	FORD F350 CREW CAB 4X4
83	2004	1GCHK29U44E313009	E202	POOL UNIT	POOL	FSB/GC/HMU	CHEVROLET SILVERADO 2500 EXT
84	2005	1FTWW31P85EC29025	F313	Oliver, Duke	REHIRE 29	FSB/GC/HMU	FORD F350 CREW CAB 4X4
85	2005	1FTWW31P45EC29023	F310	Brobeck, Michael	383	FSB/GC/HMU	FORD F350 CREW CAB 4X4
86	2007	1FTWW31P27EB44216	H102	Hall, Steven, M. (Sgt)	30	FSB/GC/Motors	ACCUTRAIC/CAR HAUL TRAILER, FL
87	1983	1J9HH1823P1116048	123MT	TRAILER/MOTORS		FSB/GC/Motors	CHEVROLET SUBURBAN 4X4
88	1993	1GNFK16K6PJ391976	330S	Pool/Traffic	POOL	FSB/GC/Traffic	CHEVROLET TAHOE 2DR 2X2
89	2005	1GNEC13Z65R247045	F306	Hackett, Peter, E. (Sgt)	64	FSB/MV/Traffic Sub	CHEVROLET TAHOE 2DR 2X2
90	2000	1HTMGABMOYA023130	600A	Mobile Substation/PC	POOL	FSB/PC/POOL	INTERNATIONAL 1652SC
91	2002	3GNEC13T32G144222	307X	POOL/CRT		FSB/PC	CHEVROLET AVALANCHE
92	2004	4XACH68AX4A047047	ATV1	POOL/OFF ROAD	OFF ROAD ONLY	FSB/SM	POLARIS ATV 4X4
93	2004	4XACH68AO4A047056	ATV2	POOL/OFF ROAD	OFF ROAD ONLY	FSB/SM	POLARIS ATV 4X4 WITH WINCH
94	2007	1FTWW31P07EB44215	H101	Saul, Richard, B.	137	FSB/JC	FORD F350 CREW CAB 4X4
95	2003	5CCJT14183C016926	03TATV	TRAILER/ATV		FSB/SM for ATV hauling	HAULRITE/SINGLE AXLE FLATE BEI
96	2003	1DGCST14289M082466	097/01	POOL/SWAT/BOMBS	POOL	FSB/SWAT/BOMBS/GC	MCT TRAILER-14' X 71/2Axle-enclose
97	1987	1G8ED18J96F192985	900A	POOL/SWAT/Blazer 4X4	POOL	FSB/SWAT/GC	CHEVROLET BLAZER 4X4Military
98	2001	4UZAARBW71CH83646	300B	Command Post/SWAT	POOL	FSB/SWAT/GC	CHEVROLET COMMAND POST
99	2006	1GNEC13Z46R153358	GS2	Martinez, Benito	426	FSB/SWAT/GC	CHEVROLET TAHOE 2DR 2X2

100	1970	10654	V100A	ARMOR PERSONAL CARRIER	POOL/TANK	FSB/SWAT/GC	CADILLAC/GAGE / Military
101	1999	49TCB1222X1040018	1001Z	TRAILER/Bomb Robot	POOL/TRAILER/ROBOT	FSB/SWAT/GC	CM TRAILERS/2 AXLE TRAILER
102	2003	1GNEC13Z43R271986	DS15	Huntsman, Robert (Commander)	W/O 12/27/09	FSB/SWAT/GC	CHEVROLET TAHOE 2X2 (S/T)
103	2004	3GNGK26G44G179730	DS17	Fleet Manager	187	FSB/SWAT/GC	CHEVROLET SUBURBAN 4X4
104	2004	1GNEC03008R141674	JS4	Seidler Anthony J.	POOL	ERT CALL OUT UNIT	CHEVROLET TAHOE 2WD (S/T)-TH
105	2004	3GNGK26G04G180274	DS18	POOL UNIT FOR ERT	70	FSB/SWAT/GC	CHEVROLET SUBURBAN 4X4
106	2008	1GNEC03098R141348	JS1	Garcia, Richard	Wreck Line 12/08/09	FSB/SWAT/GC	CHEVROLET TAHOE 2WD (S/T)-TH
107	2006	1GNEK13Z96R148219	GS10	Fleet Manager		FSB/SWAT/GC	CHEVROLET TAHOE 2DR 2X2
108	2006	1GNEC13Z36R140765	GS7	POOL UNIT	POOL	FSB/SWAT/GC	CHEVROLET TAHOE 2DR 2X2
109	2006	1GNEC13Z06R148092	GS4	Hedrick Charles		FSB/SWAT/GC	CHEVROLET TAHOE 2DR 2X2
110	2006	3GNGC26U26G222174	GS11	Perdue James		FSB/SWAT/GC	CHEVROLET SUBURBAN
111	2008	1GNEC03078R140019	JS3	Stephenson Zackariah	152	FSB/SWAT/GC	CHEVROLET TAHOE 2WD (S/T)-TH
112	2008	1GNEC03058R140651	JS2	Limon, Armando	177	FSB/SWAT/GC	CHEVROLET TAHOE 2WD (S/T)-TH
113	2006	1GNEC13Z46R147060	GS1	Myers, Robert	394	FSB/SWAT/GC	CHEVROLET TAHOE 2DR 2X2
114	2006	1GNEC13Z26R148403	GS6	POOL UNIT	POOL	FSB/SWAT/GC	CHEVROLET TAHOE 2DR 2X2
115	2006	1GNEC13Z26R148448	GS5	Bader Drew F. R.	214	FSB/SWAT/GC	CHEVROLET TAHOE 2DR 2X2
116	1997	3FTHF25G2VMA56285	WH05	Thompson, Matthew(Pool unit)	258	FSB/SWAT/GC	FORD F-250
117	2006	3GNGC26U06G224330	GS12	Brown, Joshua, M.	245	FSB/SWAT/GC	CHEVROLET SUBURBAN
118	2008	1GNEC030X8R142721	JS6	Ornelas Ramon B.	308	FSB/SWAT/GC	CHEVROLET TAHOE 2WD (S/T)-TH
119	2006	1GNEC13Z76R147229	GS3	Westbrook Jason L.	273	FSB/SWAT/GC	CHEVROLET TAHOE 2DR 2X2
120	2006	1GNEC13Z06R150179	GS9	Hughes Daniel	355	FSB/SWAT/GC	CHEVROLET TAHOE 2DR 2X2
121	2008	1GNEC03088R140918	JS5	Aragon, Francisco	328	FSB/SWAT/GC	CHEVROLET TAHOE 2WD (S/T)-TH
122	2006	1GNEC13Z76R149000	GS8	Saavedra Jason J.	493	FSB/SWAT/GC	CHEVROLET TAHOE 2DR 2X2
123	2003	1GNEC13Z53R257689	KD4	POOL/K-9	POOL	FSB/SWAT/GC/K-9	CHEVROLET TAHOE 2X2
124	2002	1GNEC13Z23J327753	KD2	POOL/K-9	POOL	FSB/SWAT/GC/K-9	CHEVROLET TAHOE 2X2
125	2002	1GNEC13Z23J328635	KD1	POOL/K-9	POOL	FSB/SWAT/GC/K-9	CHEVROLET TAHOE 2X2
126	2009	1FMFU16549EB15395	KL3	Cortesi Craig	21	FSB/SWAT/GC/K-9	FORD EXPEDITION 4X4 K-9
127	2005	1GNEC13Z45R248677	F308	Montano, Anthony (Sgt)	37	FSB/SWAT/GC/K-9	CHEVROLET TAHOE 2DR 2X2
128	2007	1GNFK03037R350445	H107	Ronzone, Kenneth, L.	135	FSB/SWAT/GC/K-9	CHEVROLET TAHOE 2DR 4X4
129	2008	1FMFU16549EB06647	KL1	Carter Russell	184	FSB/SWAT/GC/K-9	FORD EXPEDITION 4X4 K-9
130	2008	1GCHK23618F223667	JK1	Brown Eric C.	208	FSB/SWAT/GC/K-9	CHEVY SILVERADO 2500 4X4 CREV
131	2009	1FMFU16529EB15394	KL4	Weimerskirch, Scott, J.	209	FSB/SWAT/GC/K-9	FORD EXPEDITION 4X4 K-9
132	2009	1FMFU16529EB06646	KL2	Varela Ivan M.	282	FSB/SWAT/GC/K-9	FORD EXPEDITION 4X4 K-9
133	2003	1GNEC13Z33R270148	KD6	Romero, Christopher, M.	447	FSB/SWAT/GC/K-9	CHEVROLET TAHOE 2X2
134	2006	1GNEC13Z66R151451	GS13	Wallace Sean	606	FSB/SWAT/GC/K-9	CHEVROLET TAHOE 2DR 2X2
135	2005	2GCEC13T951314444	F300	Torres, Raymond, S. (Lt) (BMW14)	34	FSB/WV/Traffic	CHEVROLET SILVERADO 1500 CRE
136	1996	13ZLA1013T1003718	96MT	TRAILER/MOTORS	POOL/TRAILER	FSB/WV/Traffic	Parker/Performance one axle utility/6
137	2003	3GNGFK16T33G198804	D200	Pool Unit Command Post Suburban	POOL	FSB/WV/Traffic	CHEVROLET SUBURBAN 4X4
138	1995	JK1AFC18RB501982	MLUE 1	Pool/Traffic		FSB/WV/Traffic	KAWASAKI / 4 Wheeler
139	1999	1WF200E13X2001117	1000Z	Pool/Trailer/Traffic	POOL/TRAILER	FSB/WV/Traffic	ACCUTRAC/CARGO VAN TRAILER
140	2004	16HCB1210A011588	440E	INCLOSED TRAILER		FSB/WV/Traffic	HAUL MARK INCLOSED TRAILER
141	2007	1GNFC13097R139849	310X	CRIME STOPPERS PROGRAM	POOL UNIT	FUEL ONLY/NOT CITY'S	CHEVROLET TAHOE 2DR 2X2
142	2004	1FDPX46S74EB84726	450E	POOL	POOL UNIT	IS/Invest/Auto Theft	FORD TOW TRUCK F450
143	1995	1GTEC14KXS2527833	300U	POOL/AUTO THEFT	POOL UNIT	IS/Invest/Auto Theft	GMC TRUCK-SIE
144	1996	1GBHP32R4T3314446	550V	AUTO THEFT MOBILE UNIT	POOL UNIT	IS/Invest/Auto Theft	CHEVROLET SILVERADO 1500 CRE
145	2007	2GCEK133271664150	101H	Fleet Manager	North Lot	IS/Invest/Auto Theft	CHEVROLET SILVERADO 1500 CRE
146	2006	1FTPW14V06KD86666	322X	Bieniek Stephen A.	60	IS/Invest/Auto Theft	FORD F150 SUPER CREW 4X4
147	2008	2GCEK133581311032	61J	Vega George (Sgt)	112.00	IS/Invest/Auto Theft	CHEVY SILVERADO 1500 4X4 CRE
148	2000	NM171900	71A	Fassler, Tim	77	IS/Invest/Auto Theft	GMC 2500 EXT CAB 4X4 PICKUP
149	2007	2GCEK133X71667698	103H	Fleet Manager	North Lot	IS/Invest/Auto Theft	CHEVROLET SILVERADO 1500 CRE
150	2007	2GCEK133X71665837	102H	Morales Matthew	148	IS/Invest/Auto Theft	CHEVROLET SILVERADO 1500 CRE
151	2006	TPW14V76KD98376	321X	Fassler, Tim	199	IS/Invest/Auto Theft	FORD F150 SUPER CREW 4X4

152	2008	2GCEK133881312823	60J	Kraemer, Nicholas, M.		271	IS/Invest/Auto Theft	CHEVY SILVERADO 1500 4X4 CREW
153	2004	NM194235	341X	Artes Rocky (CSA)		14	IS/Invest/Auto Theft	TOYOTA TUNDRA 4DR 4X4
154	2005	1FAFP34N25W232994	344X	POOL/BAIT UNIT	POOL		IS/Invest/Auto Theft	FORD FOCUS ZX4
155	2006	NM185857	067826	POOL	POOL OPEN SPACE		OPEN SPACE	4X8 TRAILER/SINGLE AXLE-BLACK
156	2003	478TE260X34208779	036301	POOL ATV	POOL OPEN SPACE		OPEN SPACE	HONDA TRX500FA / ATV 4X4
157	2008	5Y4A132Y18A000348	ATV5	POOL/OFF ROAD	OFF ROAD ONLY		OPEN SPACE	YAMAHA RHINO ATV 4X4
158	2008	4XATN68AX8A520900	ATV6	POOL/OFF ROAD	OFF ROAD ONLY		OPEN SPACE	POLARIS SPORTSMAN ATV 4X4
159	2008	4XA1N68A78A258933	ATV7	POOL/OFF ROAD	OFF ROAD ONLY		OPEN SPACE	POLARIS SPORTSMAN ATV 4X4
160	2008	4XAVH76A18D637126	ATV8	POOL/OFF ROAD	OFF ROAD ONLY		OPEN SPACE	POLARIS RANGER ATV 4X4
161	2008	140BC12248M055287	087701	POOL HOME LAND SECURITY	HOME LAND SECURITY		OPEN SPACE	KOLL TRAILERS-12' X 6'8" X 6'6"2A
162	2010	1N9BB1511AT204123	10078101	OPEN SPACE TRAILER FOR HOVERCRAFT	POOL OPEN SPACE		OPEN SPACE	NEOTERIC HOVERCRAFT SINGLE
163	1995	1GBJ6S1J2S113942	651U	Command Post	POOL		OPERATIONS REVIEW	CHEVROLET COMMAND POST CP
164	1962	2D6Z2154738	12C	CEREMONIAL SEDAN	POOL		Op's Review	FORD GALAXIE 4DOOR
165	2007	1GCHC23087F151955	80H	APD Fleet	POOL		Op's Review	CHEVROLET SILVERADO 2500 DIE
166	2007	1FDAB57P17EA99214	H150	BOMB UNIT	POOL		OS/BOMBS/GC	FORD F550 S-DTY CREW CAB 4X4
167	2005	1FDAF57P26EC11064	F401	ARMOR PERSONAL CARRIER	POOL/BOMB UNIT		OS/BOMBS/GC	FORD F550 CHASSE/ARMOR 4X4/B
168	2007	1FTWW31P47EB44217	H103	Smuel Scott		122	OS/BOMBS/GC	FORD F350 CREW CAB 4X4
169	2007	1FTWW31P47EB44220	H106	Passero, Christopher		129	OS/BOMBS/GC(has new WEX	FORD F350 CREW CAB 4X4
170	2007	1FTWW31P87EB44219	H105	Canilla, Zachary		248	OS/BOMBS/GC (has new car	FORD F350 CREW CAB 4X4
171	1991	2B7FB11Y0MK428489	890G	Pool/DARE	POOL/CARGO VAN		Pool/DARE	DODGE CARGO VAN
172	1997	1FTCR10X5PPB08055	100Y	POOL/DW/RANGE	POOL/DW/RANGE		POOL/DW/RANGE	FORD RANGER
173	2003	1FDS534F83HB51852	D201	POOL/PRISONER TRANSPORT	CIVILIAN		PRISONER TRANSPORT UN	FORD E350 PRISONER TRANSPOR
174	2008	1GCG2966381112536	J300	POOL UNIT	CIVILIAN		PRISONER TRANSPORT UN	CHEVROLET EXPRESS 4X4
175	2003	1FDS534F83HB0827	D202	POOL/PRISONER TRANSPORT	CIVILIAN		PRISONER TRANSPORT UN	FORD E350 PRISONER TRANSPOR
176	2003	2GCEC19XK31359937	60D	POOL/Property	CIVILIAN		Property/Main	CHEVROLET SILVERADO 1500 EX1
177	1989	UE21680	898	FORD TRACTOR	POOL/RANGE		RANGE	FORD 1320 TRACTOR
178	2007	1D4GP24E37B251950	79H	Recruiting Travel Van	POOL		Recruiting	DODGE CARAVAN
179	2008	1GNFC16008R138764	J250	POOL UNIT	POOL		RECRUITING UNIT	CHEVROLET SUBURBAN 2WD -TH
180	1999	1GNFK16R5XJ314934	KZ02	POOL/K-9	POOL		SID/K-9	CHEVROLET SUBURBAN 4X4
181	2006	1NXBR32E76Z607194	313X	POOL/FH SUB	POOL		SUBSTATION ROTATION	TOYOTA COROLLA
182	2004	1GCEC19XX42323198	315X	POOL/FH SUB	POOL		SUBSTATION ROTATION	CHEVROLET SILVERADO 1500 EX1
183	2005	1FTRX12W65NA28454	318X	POOL/NE SUB	POOL		SUBSTATION ROTATION	FORD F150
184	2005	2G2WP522851336996	314X	POOL/NE SUB	POOL		SUBSTATION ROTATION	PONTIAC GRAND PRIX
185	2005	1FTRF12W75KC65801	317X	POOL/NV SUB	POOL		SUBSTATION ROTATION	FORD F150
186	2005	1FTRF12W65KC37943	320X	POOL/NV SUB	POOL		SUBSTATION ROTATION	FORD F150
187	2006	2G2WP552X61151684	311X	POOL/NW SUB	POOL		SUBSTATION ROTATION	PONTIAC GRAND PRIX
188	2000	2G1FP22GX2165911	A205	POOL/NW SUB	POOL		SUBSTATION ROTATION	CHEVROLET CAMARO
189	2005	1GCEC14X55Z350818	319X	POOL/SE SUB	POOL		SUBSTATION ROTATION	CHEVROLET SILVERADO 1500
190	2006	1GNDV23126D158031	312X	POOL/SE SUB	POOL		SUBSTATION ROTATION	CHEVROLET UPLANDER-VAN
191	2005	1GNDT13S652134526	316X	POOL/SW SUB	POOL		SUBSTATION ROTATION	CHEVROLET TRAIL BLAZER 4X4
192	1997	2G1FP22P4V2157895	W103	POOL/SW SUB	POOL		SUBSTATION ROTATION	CHEVROLET CAMARO
193	2008	1GCHG396991122208	J294	C.O.A.S.T. (Wesley Zachery Sgt)	POOL		C.O.A.S.T. Unit/HOME LESS	CHEVROLET VAN/4 PRISONER TR
194	2000	4S3BH6654Y7668172	336X	DWI	POOL /PHOTO ENFORC		FSB/GC/DWI SEIZURES	SABARU OUTBACK ALL WHEEL DR
195	2004	1GNEK13Z04R219422	E203	Endzel Eric		519	FSB/SWAT/GC	CHEVROLET TAHOE 2DR 4X4 / S/T
196	2004	1GKDT13S642182376	337X	DWI	POOL		FSB/GC/DWI SEIZURES	GMC ENVOLY 4X4 SUV SPORT UTIL
197	2006	1K9FA112ZS186138	GB1	BOMB UNIT	POOL		OS/BOMBS/GC	NABCOMMD CONTAINMENT VES
198	1981	1G1AY8766BS418472	913H	GREAT PROGRAM	POOL		GREAT PROGRAM	CHEVROLET CORVETTE
199	2008	1FTZRI5E98PA16501	338X	DWI	POOL		FSB/GC/DWI SEIZURES	FORD RANGER
200	2009	1GCHC43629F150896	60L	DWI UNIT	POOL		FSB/GC/DWI	CHEVROLET SILVERADO 2500 CRE
201	2008	1N4AL21E28C168952	336X	DWI SEIZURE	POOL		FSB/GC/DWI SEIZURES	NISSAN ALTIMA 4DOOR SEDAN
202	2009	1GCFG154X91174060	61L	FET POOL/SPECIAL EQUIPMENT	POOL		CIB/SED/FET/CRIME LAB	CHEVROLET EXPRESS CARGO-V
203	2006	1GCEC19X762251198	342X	DWI SEIZURE	POOL		DWI SEIZURE	CHEVY SILVERADO EXTENDED C/

204	2010	4P5U82024A2140507	10071201	HOME LAND SECURITY	POOL		OPEN SPACE	JACKSSON TRAILERS/ATVS
205	2010	4P5U82026A2140508	10071202	HOME LAND SECURITY	POOL		OPEN SPACE	JACKSSON TRAILERS/ATVS
206	2009	1GCEC190X9Z261652	62L	Sullivan Michael/Evidence	CIVILIAN/POOL		CIB/SED/EVIDENCE	CHEVROLET EXTENDED CAB TR
207	2010	16HGB2828AA035446	10074201	TRAILER/MOTORS	POOL/TRAILER		FSB/WY/Traffic	HAULMARK TRAILER 28 ENCLOS
208	2009	1GNFK16389R269584	LS1	Fox James L. (Sgt)		67	FSB/SWAT/GC	CHEVROLET SUBURBAN 4X4
209	2009	1GCHK43649F179920	L100	POOL UNIT	POOL		OPEN SPACE	CHEVROLET SILVERADO 2500 CR
210	2010	1FVHCYBSXADAP8696	M200	DWI BATMOBILE WITH HOLDING CELL	POOL/DWI		FSB/DWI	FREIGHTLINER BUSINESS CLASS
211	2005	2G2WP522261262149	343X	DWI SEIZURE	POOL		DWI SEIZURE	PONTIC GRAND PRIX
212	2009	1GBE6E3939F406346	L103	HOME LAND SECURITY	POOL		HOME LAND SECURITY	GMC C5500 CREW CAB 4WD BY L
213	2010	1D9GU2827AN451707	10079601	TRAILER	POOL/HMU		FSB/GC/HMU	DOUBLE R 8820GRU 2 AXLE GOOS
214	2003	3GNEC13T83G304550	346X	Sanchez Robert D.	REHIRE 5		FSB/DWI SEIZURES	CHEVROLET AVALANCHE
215	2007	1GNFC13017R278471	100H	Chaplain Office	POOL/CIVILIAN		ASB/PSY	CHAVROLET TAHOE

SUMMARY OF POLICE VEHICLES
START FY/10

MARKED UNITS

YEAR	UNITS	AVE.MILES
1998	2	115040
1999	19	120701
2000	45	104197
2001	14	123446
2002	10	123476
2003	68	95467
2004	107	92677
2005	135	68222
2006	110	53406
2007	65	40699 (Tahoe's)
2008	184	23876
2009	83	7636

TOTAL MARKED UNITS 842

400 Total Marked Units older than Five Years (1998-2005)

168 20% of Fleet (Five Year Replacement Schedule)

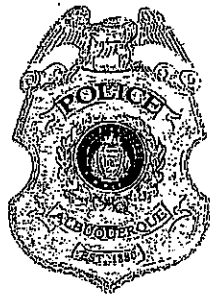
UNMARKED
UNITS

YEAR	UNITS	AVE.MILES
1998	11	106247
1999	0	
2000	4	114993
2001	26	99673
2002	0	
2003	0	57465
2004	36	73364
2005	55	63505
2006	32	51543
2007	0	
2008	20	22684
2009	30	10121

TOTAL UNMARKED
UNITS 214

132 Total Marked Units older than Five Years (1998-2005)

43 20% of Fleet (Five Year Replacement Schedule)



City of ALBUQUERQUE
POLICE

**Albuquerque Police Department
Vehicle Comparison Report**

Prepared for Raymond D. Schultz, Chief of Police
Submitted by Operations Review
Detective John McDaniel

Albuquerque Police Department

2010 Vehicle Comparison Report

The following report analyzes basic costs and characteristics of five leading police vehicles: the Chevrolet Impala, Dodge Charger (6 cylinder and 8 cylinder models), Chevrolet Tahoe, and the Ford Interceptor. The goal of this evaluation is to compare traits of each vehicle in order to project the Albuquerque Police Department's most cost-effective and environmentally-efficient choice for service vehicle purchase. The data utilized is representative of the 2010 model year of all vehicles. While the data analysis is detailed on the following charts, some particularly weighty information is described below:

- The 6 cylinder Chevrolet Impala has the lowest total cost for a complete mid-size police vehicle at \$32,063.00, and has a 3yr/36k mile warranty for both bumper to bumper and power train. Chevrolet does not offer an extended bumper to bumper warranty of 5yr/75k mile like Dodge and Ford. The Impala had the second best EPA mileage estimate for a 6 cylinder vehicle of 17/24 mpg. The Impala had the lowest vehicle dynamics score with the slowest acceleration speeds and a long stopping distance for a smaller police vehicle. The Impala scored the lowest in ergonomics due to the small interior making it harder to enter, exit and more difficult to place and install emergency equipment, computer and printer so that the passenger seat is not occupied by this equipment. The prisoner containment area is considerably smaller than any other vehicle. Most agencies can only use half of the back seat for the prisoner containment area due to the space, allowing for only one prisoner to be transported at a time. Chevrolet has also announced that there will be a change to the Impala within the next 1 to 2 years. This will have an adverse impact on our costs by having to buy new equipment to fit the new vehicle platform and not be able to recycle or transfer equipment from one vehicle to another.
- The 6 cylinder Dodge Charger has the second lowest cost for a complete full-size police vehicle at \$34,248.00. This includes one of the highest extended bumper to bumper warranties of 5yr/75k miles and a power train warranty of 5yr/100k miles. The Charger gets the best EPA mileage estimate of the 6 cylinder vehicles at 17/25 mpg. The Charger rated second best in vehicle dynamics having great maneuverability, stability and had the shortest stopping distance. The Charger had one of the best comfort scores. The visibility was average and the trunk space is limited with a full size tire. Using a compact spare provides comparable trunk space to the Impala, but less than the Interceptor and Tahoe.

- The Chevrolet Tahoe's cost for a complete police vehicle comes in at \$37,358.00, and also has a 3yr/36k mile warranty and does not offer an extended bumper to bumper warranty of 5yr/75k miles. The Chevy Tahoe gets an EPA mileage estimate of 15/21 mpg. However, departmental tests have demonstrated actual mileage to be 13 mpg under city driving conditions using unleaded fuel making the Tahoe the worst in mpg. The most dramatic reduction in mpg resulted in 8 mpg achieved with E85 fuel. Tests conducted with E85 fuel in other cars have shown a reduction in mpg of 15%. Due to the Tahoe's size, maneuvering around corners and obstacles can be challenging, making the Tahoe second worst in vehicle dynamics. Tahoe came in second for vehicle acceleration being the fastest behind the Dodge Charger and had about the same stopping distance as the Ford Interceptor. The Tahoe scored the highest in ergonomics making it easy to install emergency and police equipment due to its size. The Tahoe has maintained this platform for several years making it easy to recycle or transfer equipment from vehicle to vehicle.
- The Ford Interceptor cost rated the highest at \$38,968.00 for a complete police vehicle. This does include one of the highest extended bumper to bumper warranties of 5yr/75k miles and a power train warranty of 5yr/100k miles. The Ford Interceptor gets the worst EPA mileage estimate of 14/21 mpg. The Ford Interceptor has slow acceleration times and one of the longest stopping distances, but still managed to come in second for vehicle dynamics. The Interceptor has the second highest score for ergonomics having comfort and the largest trunk space, making ease with equipment installation. The Ford Interceptor will be discontinued in August 2011. Ford will have a new police vehicle in 2011, but have not released any vehicle specifications.
- The 8 cylinder Dodge Charger has the lowest total cost of \$35,748.00 for a complete full size police vehicle. The Dodge Charger also has one of the highest extended bumper to bumper warranties of 5yr/75k miles and a power train warranty of 5yr/100k miles. The Charger gets the best EPA mileage estimate of the 8 cylinder vehicles at 16/25 mpg. The Charger rated the best in vehicle dynamics having great maneuverability and stability. The Charger has the fastest acceleration speeds and the second shortest stopping distance. The Charger had one of the best comfort scores coming in behind the Tahoe. The visibility was average and the trunk space is limited with a full size tire. Using a compact spare provides comparable trunk space to the Impala, but less than the Interceptor and Tahoe.

Dodge is making visibility improvements on the 2011 Charger by extending the "C" pillar and tilting the windshield. Although Dodge is making changes, they have committed to keeping the same platform from 2011 to stay competitive in the police market. This will allow us to recycle or transfer equipment from car to car making it more cost effective.

RATING*	CHEVY TAHOE (2WD) 8(cyl)	RATING*	DODGE CHARGER (6cyl)	RATING*	CHEVY IMPALA 6(cyl)	RATING*
1	\$37,358.00	2	\$34,248.00	4	\$32,063.00	5
4	3Y/36K	2	5Y/75K	4	3Y/36K	2
4	3Y/36K	2	5Y/100K	4	3Y/36K	2
2	13/21	1	17/25	5	17/24	4
3	8.13 sec.	4	8.64 sec.	1	8.53 sec.	2
3	13.61 sec.	4	14.03 sec.	1	13.72 sec.	2
3	21.29 sec.	4	22.74	2	22.99 sec.	1
N/A	132 mph	N/A	137 mph	N/A	139 mph	N/A
3	01:43.24 min.	1	01:40.03 min.	4	01:43.87 min.	2
2	145.6 feet	1	137.9 feet	5	143.9 feet	3
4	40.3 in./39.2 in.	5	38.7 in./36.2 in.	2	39.4 in./37.8 in.	3
2	41.3 in./39.0 in.	5	41.8 in./40.2 in.	3	42.3 in./37.6 in.	4
N/A	65.3 in./65.2 in.	N/A	59.3 in./57.6 in.	N/A	58.7 in./58.6 in.	N/A
N/A	64.4 in./60.6 in.	N/A	56.2 in./55.5 in.	N/A	56.4 in./57.2 in.	N/A
4	MAX CARGO 108.9 cu.ft.	5	16.2 cu.ft. w/full size spare	3	18.6 cu.ft. w/compact spare	3
4	234.48 pts.	5	213.28 pts.	3	204.31 pts.	2
= 39	Rating Total = 41		Rating Total = 41		Rating Total = 35	

of Michigan Department of State Police 2010 Model Year Vehicle Evaluation Program

and performance in comparison to the other vehicle's in the test group. The course used is a 2-mile road-racing type configuration, containing hills, the field, with the exception of other traffic. The evaluation is a true test of the success or failure of the vehicle manufacturers to offer vehicles that Each vehicle is driven over the course a total of 32 timed laps, using four separate drivers, each driving an 8 lap series. The final score for the

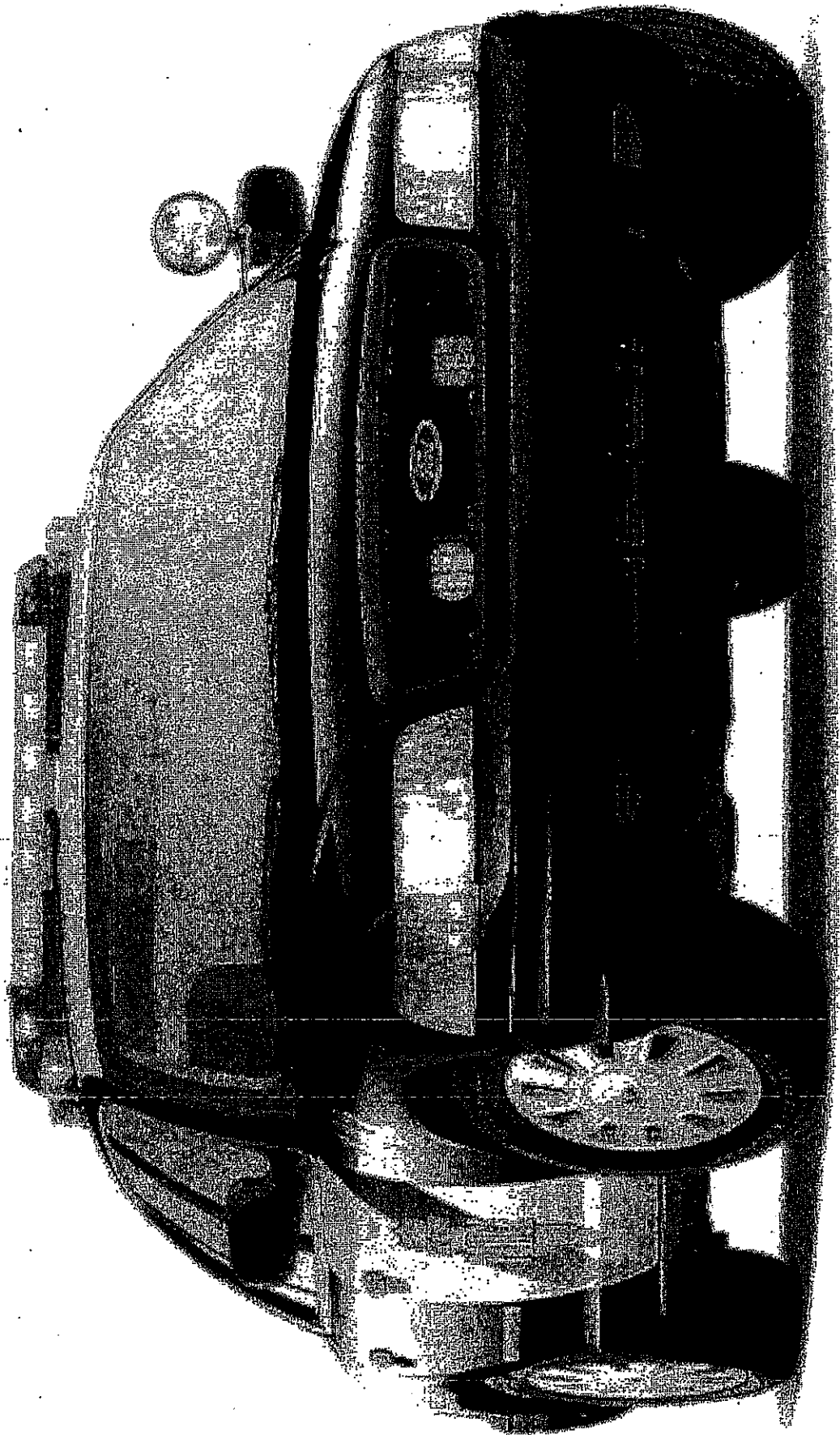
cer in the performance of his/her assigned tasks. Accommodate the required communications and emergency warning equipment and assess the on the various categories. Each factor is graded on a 1 to 10 scale, with 1 representing "unacceptable," 5 representing "average," and 10

entering the "minimum," and 5 representing the "maximum," in the comparisons of each vehicle. The scores are added up for a final rating total to show

RECOMMENDATION

Departmental tests have demonstrated the 8 cylinder Charger has the comfort and space for all emergency and police equipment. Not only does the Charger have the best in fuel economy without sacrificing power, but it is the lowest in cost of the 8 cylinder models. There will be a significant savings due to equipment being transferable from vehicle to vehicle. The cost and characteristics of the Dodge Charger make this vehicle the most cost-effective, practical and environmentally-efficient choice for marked police vehicles.









Accident Data



City of ALBUQUERQUE
POLICE

Albuquerque Police Department
Collision Analysis Report
July-2008 through December-2009

Prepared for Raymond D. Schultz, Chief of Police
Submitted by Operations Review
Detective John McDaniel
Police Service Aide Kristopher Ricketts
Police Service Aide Gerard Bartlett

Collision Analysis Summary

The following report analyzes and interprets basic statistics in order to describe certain characteristics of vehicle collisions for the Albuquerque Police Department. The data utilized is representative of all vehicle collisions involving an Albuquerque Police Officer between July 2008 and November 2009. However, the financial portion of the analysis includes only collisions between July 2008 and September 2009 because statistics for the final quarter have not yet been officially finalized. For the purpose of the report, a collision is defined as the result of any damage occurring to an Albuquerque Police vehicle due to its impact with another vehicle or object. While the data analysis is detailed on the following charts and tables, some particularly weighty information is described below:

- There were 349 total vehicle collisions during the time period. Monthly collision counts range from 15 to 27 with an average of 20 per month.
- The relationship between the number of police service years for each driver and collisions shows officers with less experience are more accountable for vehicle collisions in this data than veteran officers. Officers with one and two years of service accounted for 118 collisions, or 33% of the total number of collisions, and 14% of preventable collisions.
- Time of year revealed no significant correlation to vehicle collisions. Analysis of amount of collisions / preventable collisions and month showed no true trends. Numbers ranged from a high of 15 total preventable collisions in August of 2009 (of 24 total collisions that month) to a low of 2 in November of 2009 (of 16 total collisions that month).
- In respect to area commands, the North Valley recorded the highest number of collisions at 95 (27% of total), and the Foothills area command had the lowest at 28 (8% of total). This information does not take into account the number of officers assigned to each area command.
- During data collection it was also discovered that 74% of all vehicles involved in collisions did not have emergency equipment (lights/sirens) engaged. Furthermore, 72% to 89% (dependent upon area command) of all vehicles in collisions were marked (appropriate, visible decals and outside light bar on vehicle involved).
- Collision characteristic analysis demonstrated the highest number of collisions occurred at intersections (17% of all collisions), while the lowest involved a vehicle impacting a fixed object (5%). Backing and rear-ending were also significant characteristics of collisions (both were recorded at 14%).
- From 7/1/08 to 9/30/09, there was extremely slight variation regarding financial effects of vehicle collisions per quarter. The average cost per claim throughout that time was \$2,219.81 and the total cost of all claims for vehicle repairs was \$786,167.69.

Marked and unmarked units involved in collisions per area command from July-08 to Dec-09

Area Command	# of Total Accidents	Percent Marked Units	Unmarked Units	Unknown
Foothills	8%(28)	89%(25 Units)	11%(3 Units)	0%
Northeast	21%(74)	84%(62 Units)	11%(8 Units)	5%(4 Units)
Southeast	17%(59)	83%(47 Units)	10%(6 Units)	10%(6 Units)
Valley	27%(95)	79%(75 Units)	12%(11 Units)	10%(9 Units)
Northwest	16%(54)	72%(39 Units)	15%(8 Units)	13%(7 Units)
Southwest	10%(36)	89%(32 Units)	3%(1 Unit)	8%(3 Units)

Financial Claims

QUARTER	CLAIMS	TOTAL COST	AVG. COST PER CLAIM
7/1/08-9/30/08	91	\$164,155.48	\$1,803.91
10/1/08-12/31/08	63	\$166,026.15	\$2,635.34
1/1/09-3/31/09	71	\$176,538.61	\$2,486.46
4/1/09-6/30/09	68	\$136,257.32	\$2,003.78
7/1/09-9/30/09	66	\$143,190.13	\$2,169.55
TOTAL COST:		\$786,167.69	
TOTAL AVERAGE COST PER CLAIM:			\$2,219.81

Collisions and day of week

DAY	NUMBER OF CRASHES	PERCENTAGE
SUNDAY	45	13%
MONDAY	44	12.00%
TUESDAY	51	15%
WEDNESDAY	48	14%
THURSDAY	59	17%
FRIDAY	62	18%
SATURDAY	40	11%
TOTAL	349	100%

Collision Characteristic Analysis

Collision Characteristic	Percent of Collisions
Intersections	13%
Backing	14%
Frontend Collision	17%
Rearend Collision	14%
Lane Encroachment	8%
Turning/Parking	5%
Fixed Object	11%
Non-Collision	3%
Unknown	9%
Other	6%

FINANCIAL CLAIMS FOR FY09

QUARTER	CLAIMS	TOTAL COST	AVG. COST PER CLAIM
7/1/08-9/30/08	91	\$164,155.48	\$1,803.91
10/1/08-12/31/08	63	\$166,026.15	\$2,635.34
1/1/09-3/31/09	71	\$176,538.61	\$2,486.46
4/1/09-6/30/09	68	\$136,257.32	\$2,003.78
7/1/09-9/30/09	66	\$143,190.13	\$2,169.55
TOTAL COST:		\$786,167.69	
TOTAL AVERAGE COST PER CLAIM:			\$2,219.81

Take Home
Policy * Contract

AGREEMENT

BETWEEN

THE CITY OF ALBUQUERQUE

AND

ALBUQUERQUE POLICE
OFFICERS' ASSOCIATION



Effective

SEPTEMBER 17, 1994

through

JANUARY 11, 1997

G. Involuntary reassignments are subject to the review and approval of the Chief of Police.

H. Commanders may reassign officers in exempt positions within the division.

I. The Chief of Police reserves the right to assign exempt status to any future projects-assignments that arise during the term of this contract.

SECTION 35. POLICE CAR PLAN

It is understood by the parties that the continuation of the Police Department "Take Home Car Plan" is the sole prerogative of the Chief of Police.

SECTION 36. CONTRACT INCLUDES ENTIRE AGREEMENT

It is understood and agreed by and between the parties hereto that this Agreement is the only existing Agreement between the parties, and replaces any and all previous Agreements.

SECTION 37. SAVINGS CLAUSE

Should any part of this Agreement or any provision contained herein be declared invalid by a District Court or competent jurisdiction, the validity of the remaining portions shall not be affected. Should this occur, the parties will immediately meet to negotiate a suitable provision or replace the provision held invalid.

SECTION 38. TERM OF AGREEMENT

This Agreement is to be effective SEPTEMBER 17, 1994, and is to remain effective until and including JANUARY 11, 1997. Should neither party to the Agreement request opening of negotiations as provided in the Employee Relations Ordinance 67-1977, as amended, this Agreement and the conditions herein shall continue in effect from year to year. During the term of this Agreement, a petition for decertification may be filed only within the 30-day period between the 120th and 90th day immediately preceding the expiration date of the Agreement.

Should this occur, the parties will immediately meet to negotiate a suitable provision or replace the provision held invalid.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals this 30th day of September, 1994.

ALBUQUERQUE POLICE OFFICERS' ASSOCIATION

Bill P. Ponder
Bill Ponder, APOA President

CITY OF ALBUQUERQUE

By: Mayor Martin Chavez

ATTEST:

Mildred Santillana
City Clerk/Recorder

REVIEWED BY:

Charles W. Kolberg
City Attorney's Office

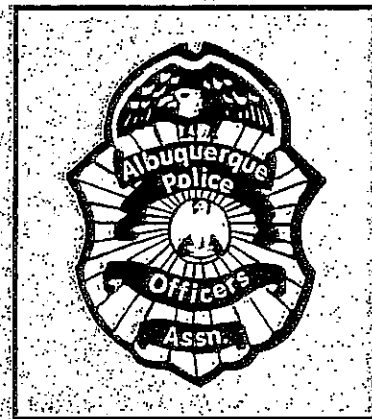
AGREEMENT

BETWEEN

THE CITY OF ALBUQUERQUE

AND

ALBUQUERQUE POLICE
OFFICERS' ASSOCIATION



Effective

FEBRUARY 11, 1997

through

FEBRUARY 11, 1999

SECTION 34. EXEMPT POSITIONS

- A. All exempt positions will be advertised.
- B. Advertisements will identify the qualifications for exempt positions.
- C. Interested individuals will submit their resumes to APD Personnel prior to the deadline.
- D. Exempted positions are positions in the Internal Affairs Unit, Psychological Services Unit, S.I.D., Operations Review, Inspections Unit, and Civil Litigations Unit.
- E. Assignments to exempt positions will be made by Division Commanders subject to the approval of the Chief.
- F. Reassignments to other divisions can only be made by the Chief.
- G. Involuntary reassignments are subject to the review and approval of the Chief of Police.
- H. Commanders may reassign officers in exempt positions within the division.
- I. The Chief of Police reserves the right to assign exempt status to any future projects-assignments that arise during the term of this contract.

SECTION 35. POLICE CAR PLAN

It is understood by the parties that the continuation of the Police Department "Take Home Car Plan" is the sole prerogative of the Chief of Police.

SECTION 36. CONTRACT INCLUDES ENTIRE AGREEMENT

It is understood and agreed by and between the parties hereto that this Agreement is the only existing Agreement between the parties, and replaces any and all previous Agreements.

SECTION 37. SAVINGS CLAUSE

Should any part of this Agreement or any provision contained herein be declared invalid by a District Court or competent jurisdiction, the validity of the remaining portions shall not be affected. Should this occur, the parties will immediately meet to negotiate a suitable provision or replace the provision held invalid.

SECTION 38. TERM OF AGREEMENT

This Agreement is to be effective FEBRUARY 11, 1997, and is to remain effective until and including FEBRUARY 11, 1999. Should neither party to the Agreement request opening of negotiations as provided in the Employee Relations Ordinance 67-1977, as amended, this Agreement and the conditions herein shall continue in effect from year to year. During the term of this Agreement, a petition for recertification may be filed only within the thirty- (30) day period between the 120th and 90th day immediately preceding the expiration date of the Agreement.

Should this occur, the parties will immediately meet to negotiate a suitable provision or replace the provision held invalid.

IN WITNESS WHEREOF, the parties have set their hands and seals this 12 day of February, 1997.

ALBUQUERQUE POLICE OFFICERS'
ASSOCIATION

Alex R. Marentes
Alex Marentes, President, APOA

CITY OF ALBUQUERQUE

By:

Mayor Martin Chavez

ATTEST:

Millie Santillanes
City Clerk/Recorder

REVIEWED BY:

Julie K. Kelley
City Attorneys' Office

APOA OFFICERS OF THE BOARD

Alex Marentes, President
249-8449 Mobile • 251-3353 Pager

Paul Pacheco, Vice President
249-8405 Mobile • 843-5847 Pager

Anthony Maez, Treasurer
220-1455 Mobile • 768-9897 Pager

Marie Saenz-Miller, Secretary
768-1853 Pager

APOA • P.O. Box 25843 • Albuquerque, NM 87125
Phone 768-2430 • Fax 768-2438

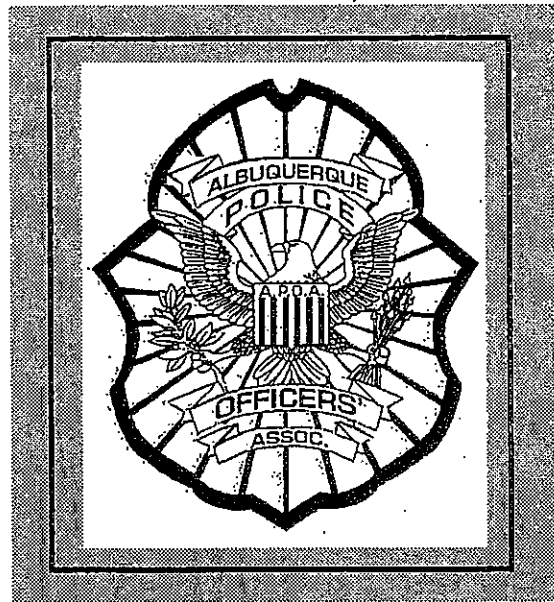
AGREEMENT

BETWEEN

THE CITY OF ALBUQUERQUE

AND

ALBUQUERQUE POLICE
OFFICERS' ASSOCIATION



Effective
MAY 06, 2000
through
JUNE 01, 2001

SECTION 40. CIRCULARIZED POSITIONS

- A. All positions will be advertised:
- B. Advertisements will identify the qualifications for positions.
- C. Interested individuals will submit their resumes to APD Personnel prior to the deadline.
- D. A testing and interview process will be utilized to determine the best qualified applicant for circularized positions. The position will be offered based upon the highest test results, unless the position is identified as exempt.
- E. Exempt positions are positions in the Internal Affairs Unit, Operations Support, Inspections, Narcotics, Repeat Offender Project, Intelligence, Vice and SWAT. The Gang Unit will be an exempt position while it is assigned to the Special Investigations Division and is performing undercover roles.
- F. Assignments to exempt positions will be made by the Division Commander based upon the unit supervisor's recommendation, subject to the approval of the Chief.
- G. The term "Exempt Position" only refers to the final selection process of qualified applicants after the testing and interview process.
- H. All personnel selected for circularized positions shall be subject to a minimum assignment of one (1) year.
- I. After the one- (1) year trial period, an officer may only be removed from a circularized position with cause.
- J. Removal from any circularized position during the one- (1) year trial period is not subject to grievance.
- K. Involuntary reassignments are subject to the review and approval of the Chief of Police.
- L. Nothing in this section shall prevent Inter-Division transfers prior to advertising a position.

SECTION 41. TAKE HOME VEHICLE PLAN

- A. The continuation of the "Take Home Vehicle Plan" is within the sole prerogative of the Chief of Police. If the Chief of Police decides to discontinue the "Take Home Vehicle Plan," he/she shall give the APOA forty-five (45) days' advance notice.
 - 1. The provisions of this Section shall be applicable to the "Take Home Vehicle Plan" for Open Space Rangers. The continuation of the "Take Home Vehicle Plan" for Open Space Rangers is within the sole prerogative of the Director of Parks and Recreation as per this section in its entirety.
- B. During the forty-five (45) days, the Chief of Police or his/her designee and the Association will meet and attempt to solve the problems relating to this program in an effort to continue the "Take Home Vehicle Plan." If agreement is reached, the Chief

of Police may discontinue the "Take Home Vehicle Plan." Nothing in this section prohibits the Chief from discontinuing the program, then implementing a new program after the forty-five (45) days' notice has expired.

C. PARTICIPATION

1. Participation in this program shall be totally voluntary and will be available to every non-probationary officer, subject to Departmental Rules and Regulations governing this program (herein referred to as "regulations"). The right to limit or deny participation in this program is reserved to the Chief of Police.

2. Officers volunteering to participate in this program agree to abide by all regulations governing this program.

3. Officers must live within a thirty- (30) mile radius from the city limits of Albuquerque to participate in the Take Home Vehicle Plan; however, officers living outside the thirty- (30) mile radius will still be assigned a vehicle for their use. The vehicle must be parked at their duty station (as currently provided) at the end of their duty day, or the closest Albuquerque police station to their residence. If an officer lives outside the thirty- (30) mile radius, he/she will be allowed to take his/her police vehicle home if they are on official on-call status.

4. Members who live outside of the thirty- (30) mile radius prior to May 1993 will be exempt, unless they change their address after the date indicated.

5. The Take Home Motorcycle Plan will be held to the same condition as the "Take Home Vehicle Plan."

D. DUE PROCESS

1. If an officer fails to follow the regulations governing this program, it will be cause for the Vehicle to be taken away from an officer.

2. The Department gas allotment will be followed. Officers who fail to abide by the policy will be subject to the sanctions set forth in this Agreement.

3. A vehicle may be taken from an officer for other infractions not listed, and the appeal process will be the same.

4. Sanctions:

- | | |
|---|------------------|
| • 1 st infraction in a twelve- (12) month period | 14 calendar days |
| • 2 nd infraction in a twelve- (12) month period | 4 weeks |
| • 3 rd infraction in a twelve- (12) month period | 6 months |

5. Officers will be notified, in writing, of the suspension of their take home vehicle privileges for cause.

6. The following will be the only appeal process for suspension of an officer's take home vehicle privileges for cause:

a. Upon being notified of the suspension of his/her take home vehicle privileges, the officer may acknowledge the violation and begin serving the sanction.

b. If the officer wishes to appeal the sanction, within five (5) days of notification of suspension of the officer's take home vehicle privileges, he/she must submit a letter in writing to the President of the Association notifying the President of his/her intention to appeal and specifying the reasons the officer feels the sanction should not be imposed.

c. Within five (5) days of notification, the President of the Association will advise the Chief of Police, and a panel will be selected to hear the appeal.

d. The panel will consist of three (3) sworn personnel chosen by the Chief of Police and two (2) sworn personnel chosen by the APOA President.

e. The panel will meet at a mutually agreed upon time. Attendance at the meeting is voluntary on the part of the officer. If the officer does not appear before the panel, an Association representative will present the case.

f. The decision of the panel will be binding.

g. The officer will be advised of the panel's decision at the end of the review, in writing.

h. The loss of a take home vehicle will not occur until after the entire review process is completed, if the officer appeals the suspension.

i. The final decision of the panel will not be considered disciplinary action and will not be placed on the officer's employee card.

E. REGULATIONS

1. The regulations of the "Take Home Vehicle Plan" will be identified separately from this contract.

2. The regulations of the "Take Home Vehicle Plan" may be modified at the discretion of the Chief of Police. Prior to any modification of the regulations, the City will provide notice to the Association pursuant to Section 20 (Rules and Regulations).

F. AVIATION POLICE

1. Nothing in this Section shall be interpreted to require a "Take Home Vehicle Plan" be implemented for Aviation Police.

SECTION 42. BULLETIN BOARDS

A. The City shall provide a reasonable amount of bulletin board space in sizes and locations mutually agreed upon by the parties for the display of official Association literature, correspondence or notices.

B. The Association will not post literature, correspondence or notices at any City facility or in any location other than the bulletin boards, employee mailboxes or the briefing blotters.

C. The bulletin board will not be used to criticize the Association, any of the Association's policies, any of the Association officers, the City, any City policies or any City officials or employees.

SECTION 47. TERM OF AGREEMENT

This Agreement is to be effective MAY 06, 2000, and is to remain effective until and including JUNE 01, 2001. Should neither party to the Agreement request opening of negotiations as provided in the Employee Relations Ordinance 67-1977, as amended, this Agreement and the conditions herein shall continue in effect from year to year. During the term of this Agreement, a petition for recertification may be filed only within the thirty- (30) day period between the 120th and 90th day immediately preceding the expiration date of the Agreement.

Should this occur, the parties will immediately meet to negotiate a suitable provision or replace the provision held invalid.

IN WITNESS WHEREOF, the parties have set their hands and seals this ____ day of _____, 2000.

ALBUQUERQUE POLICE OFFICERS'
ASSOCIATION

Alex Marentes 5/16/00
Alex Marentes, President, APOA

Form Reviewed by Legal Department

James H. Keeney
Assistant City Attorney

CITY OF ALBUQUERQUE

Jim Baca
Jim Baca, Mayor

(SEAL)

Christina Baca
City Clerk/Recorder

AGREEMENT
BETWEEN
THE CITY OF ALBUQUERQUE
AND
ALBUQUERQUE POLICE
OFFICERS' ASSOCIATION



Effective
June 1, 2002
through
June 1, 2003

I. After the one-year trial period an officer may only be removed from a circularized position with cause.

J. Removal from any circularized position during the one-year trial period is not subject to grievance.

K. Involuntary reassignments are subject to the review and approval of the Chief of Police.

L. Nothing in this section shall prevent Inter-Division transfers prior to advertising a position.

SECTION 41. TAKE HOME CAR PLAN

A. The continuation of the "Take Home Vehicle Plan" is within the sole prerogative of the Chief of Police. If the Chief of Police decides to discontinue the "Take Home Vehicle Plan", he/she shall give the APOA 45 days advance notice.

1. The provisions of this Section shall be applicable to the "Take Home Vehicle Plan" for Open Space Rangers. The continuation of the "Take Home Vehicle Plan" for Open Space Rangers is within the sole prerogative of the Director of Parks and Recreation as per this section in its entirety.

B. During the 45 days, the Chief of Police, or his/her designee, and the Association will meet and attempt to solve the problems relating to this program, in an effort to continue the "Take Home Vehicle Program." If no agreement is reached, the Chief of Police may discontinue the "Take Home Vehicle Plan." Nothing in this section prohibits the Chief from discontinuing the program, then implementing a new program after the 45 days notice has expired.

C. PARTICIPATION

1. Participation in this program shall be totally voluntary and will be available to every non-probationary officer, subject to Departmental Rules and Regulations governing this program (herein referred to as "regulations"). The right to limit or deny participation in this program is reserved to the Chief of Police.

2. Officers volunteering to participate in this program agree to abide by all

regulations governing this program.

3. Officers hired prior to June 02, 2001 must live within a thirty (30) mile radius from the city limits of Albuquerque to participate in the Take Home Vehicle Program however, officers living outside the thirty (30) mile radius will still be assigned a vehicle for their use. The vehicle must be parked at their duty station (as currently provided) at the end of their duty day, or the closest Albuquerque police station to their residence. If an officer lives outside the thirty (30) mile radius, he/she will be allowed to take his/her police vehicle home if they are on official on-call status.

Members who lived outside of the thirty (30) mile radius prior to May 1993 will be exempt, unless they change their address after the date indicated.

4. Officers hired after June 02, 2001 must live within the City Limits of Albuquerque to participate in the Take Home Vehicle Program.

5. The Take Home Motorcycle Plan will be held to the same condition as the "Take Home Vehicle Plan."

D. DUE PROCESS

1. If an officer fails to follow the regulations governing this program, it will be cause for the Vehicle to be taken away from an officer.

2. The Department gas allotment will be followed. Officers who fail to abide by the policy will be subject to the sanction set forth in this agreement.

3. A vehicle may be taken from an officer for other infractions, not listed, and the appeal process will be the same.

4. Sanctions:

1st infraction in a 12 month period _____ 14 calendar days

2nd infraction in a 12 month period _____ 4 weeks

3rd infraction in a 12 month period _____ 6 months

5. Officers will be notified in writing of the suspension of their take home vehicle privileges.

6. The following will be the only appeal process for suspension of an officer's take home vehicle privileges for cause.

a. Upon being notified of the suspension of his/her take home car vehicle privileges, the officers may acknowledge the violation and begin serving the sanction.

b. If the officer wishes to appeal the sanction, within five (5) days of notification of suspension of the officer's take home vehicle privileges, he/she must submit a letter in writing to the President of the Association, notifying the President of his/her intention to appeal and specifying the reasons the officer feels the sanction should not be imposed.

c. Within five (5) days of notification, the President of the Association will advise the Chief of Police, and a panel will be selected to hear the appeal.

d. The panel will consist of 3 sworn personnel chosen by the Chief of Police and 2 sworn personnel chosen by the APOA president.

The panel will meet at a mutually agreed upon time. Attendance at the meeting is voluntary on the part of the officer. If the officer does not appear before the panel, an Association representative will present the case.

f. The decision of the panel will be binding.

g. The officer will be advised of the panel's decision at the end of the review, in writing.

h. The loss of a take home vehicle will not occur until after the entire review process is completed, if the officer appeals the suspension.

i. The final decision of the panel will not be considered disciplinary action and will not be placed on the officer's employee card.

E. REGULATIONS

1. The regulations of the "Take Home Vehicle Plan" will be identified separately from this contract.
2. The regulations of the "Take Home Vehicle Plan" may be modified at the discretion of the Chief of Police. Prior to any modification of the regulations, the City will provide notice to the Association pursuant to Section 20 (Rules and Regulations).

F. AVIATION POLICE

1. Nothing in this Section shall be interpreted to require a "Take Home Vehicle Plan" be implemented for Aviation Police.

SECTION 42. BULLETIN BOARDS

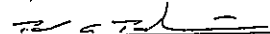
- A. The City shall provide a reasonable amount of bulletin board space in sizes and location mutually agreed upon by the parties for the display of official Association literature, correspondence or notices.
- B. The Association will not post literature, correspondence or notices at any City facility or in any location other than the bulletin boards, employee mailboxes, or the briefing blotters.
- C. The bulletin board will not be used to criticize the Association, any of the Association's policies, any of the Association officers, the City, any City policies, or any City officials or employees.
- D. The Association or the City may remove any material, which violates this Section.

SECTION 48. TERM OF AGREEMENT

This Agreement is to be effective JUNE 01, 2002, and is to remain effective until and including JUNE 01, 2003. Should neither party to the Agreement request opening of negotiations as provided in the Employee Relations Ordinance 67-1977, as amended, this Agreement and the conditions herein shall continue in effect from year to year. During the term of this Agreement, a petition for recertification may be filed only within the thirty (30) day period between the 120th and 90th day immediately preceding the expiration date of the Agreement.

IN WITNESS WHEREOF, the parties have set their hands and seals this 12 day of June, 2002.

ALBUQUERQUE POLICE OFFICERS'
ASSOCIATION



Paul Pacheco, President, APOA


CITY OF ALBUQUERQUE



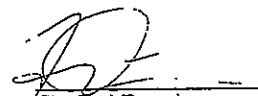
Martin J. Chavez, Mayor

Form Reviewed by Legal Department

(SEAL)



Assistant City Attorney



City Clerk/Recorder

AGREEMENT
BETWEEN
THE CITY OF ALBUQUERQUE
AND
ALBUQUERQUE POLICE OFFICERS'
ASSOCIATION



Effective
June 2, 2003
through
June 30, 2006

1 position with cause.

2
3 I. Removal from any circularized position during the one-year trial period is not
4 subject to grievance.

5
6 J.. Involuntary reassignments are subject to the review and approval of the Chief of
7 Police.

8
9 K.. Nothing in this section shall prevent Inter-Division transfers within area
10 commands only prior to advertising a position.
11

12 SECTION 41. TAKE HOME CAR PLAN

13
14 A. The continuation of the "Take Home Vehicle Plan" is within the sole prerogative
15 of the Chief of Police. If the Chief of Police decides to discontinue the "Take Home
16 Vehicle Plan", he/she shall give the APOA 45 days advance notice.

17
18 1. The provisions of this Section shall be applicable to the "Take Home Vehicle
19 Plan" for Open Space Rangers. The continuation of the "Take Home Vehicle Plan" for
20 Open Space Rangers is within the sole prerogative of the Director of Parks and
21 Recreation as per this section in its entirety.

22
23 B. During the 45 days, the Chief of Police, or his/her designee, and the Association
24 will meet and attempt to solve the problems relating to this program, in an effort to
25 continue the "Take Home Vehicle Program." If no agreement is reached, the Chief of
26 Police may discontinue the "Take Home Vehicle Plan." Nothing in this section prohibits
27 the Chief from discontinuing the program, then implementing a new program after the 45
28 days notice has expired.

29 30 C. PARTICIPATION

31
32 1. Participation in this program shall be totally voluntary and will be available to
33 every non-probationary officer, subject to Departmental Rules and Regulations governing
34 this program (herein referred to as "regulations"). The right to limit or deny participation
35 in this program is reserved to the Chief of Police.

36
37 2. Officers volunteering to participate in this program agree to abide by all
38 regulations governing this program.

39
40 3. Officers hired prior to June 02, 2001 must live within a thirty (30) mile radius
41 from the city limits of Albuquerque to participate in the Take Home Vehicle Program
42 however, officers living outside the thirty (30) mile radius will still be assigned a vehicle
43 for their use. The vehicle must be parked at their duty station (as currently provided) at
44 the end of their duty day, or the closest Albuquerque police station to their residence. If
45 an officer lives outside the thirty (30) mile radius, he/she will be allowed to take his/her
46 police vehicle home if they are on official on-call status.

1 Members who lived outside of the thirty (30) mile radius prior to May 1993 will be
2 exempt, unless they change their address after the date indicated.

3
4 5. Officers hired after June 02, 2001 must live within the City Limits of
5 Albuquerque to participate in the Take Home Vehicle Program.

6
7 6. The Take Home Motorcycle Plan will be held to the same condition as the "Take
8 Home Vehicle Plan."

9
10 D. DUE PROCESS

11
12 1. If an officer fails to follow the regulations governing this program, it will be cause
13 for the Vehicle to be taken away from an officer.

14
15 2. The Department gas allotment will be followed. Officers who fail to abide by the
16 policy will be subject to the sanction set forth in this agreement.

17 3. A vehicle may be taken from an officer for other infractions, not listed, and the
18 appeal process will be the same.

19
20 4. Sanctions:

21
22 1st infraction in a 12 month period _____ 14 calendar days

23 2nd infraction in a 12 month period _____ 4 weeks

24 3rd infraction in a 12 month period _____ 6 months

25
26 5. Officers will be notified in writing of the suspension of their take home vehicle
27 privileges.

28
29 6. The following will be the only appeal process for suspension of an officer's take
30 home vehicle privileges for cause.

31
32 a. Upon being notified of the suspension of his/her take home car vehicle privileges,
33 the officers may acknowledge the violation and begin serving the sanction.

34
35 b. If the officer wishes to appeal the sanction, within five (5) days of notification of
36 suspension of the officer's take home vehicle privileges, he/she must submit a letter in
37 writing to the President of the Association, notifying the President of his/her intention to
38 appeal and specifying the reasons the officer feels the sanction should not be imposed.

39
40 c. Within five (5) days of notification, the President of the Association will advise
41 the Chief of Police, and a panel will be selected to hear the appeal.

42
43 d. The panel will consist of 3 sworn personnel chosen by the Chief of Police and 2
44 sworn personnel chosen by the APOA president.

45
46 The panel will meet at a mutually agreed upon time. Attendance at the meeting is

1 voluntary on the part of the officer. If the officer does not appear before the panel, an
2 Association representative will present the case.

3
4 f. The decision of the panel will be binding.

5 g. The officer will be advised of the panel's decision at the end of the review, in
6 writing.

7 h. The loss of a take home vehicle will not occur until after the entire review process
8 is completed, if the officer appeals the suspension.

9
10 i. The final decision of the panel will not be considered disciplinary action and will
11 not be placed on the officer's employee card.

12
13 E. REGULATIONS

14
15 1. The regulations of the "Take Home Vehicle Plan" will be identified separately
16 from this contract.

17 2. The regulations of the "Take Home Vehicle Plan" may be modified at the
18 discretion of the Chief of Police. Prior to any modification of the regulations, the City
19 will provide notice to the Association pursuant to Section 20 (Rules and Regulations).

20
21 F. AVIATION POLICE

22
23 1. Nothing in this Section shall be interpreted to require a "Take Home Vehicle
24 Plan" be implemented for Aviation Police.

25
26 SECTION 42. BULLETIN BOARDS

27
28 A. The City shall provide a reasonable amount of bulletin board space in sizes and
29 location mutually agreed upon by the parties for the display of official Association
30 literature, correspondence or notices.

31
32 B. The Association will not post literature, correspondence or notices at any City
33 facility or in any location other than the bulletin boards, employee mailboxes, or the
34 briefing blotters.

35
36 C. The bulletin board will not be used to criticize the Association, any of the
37 Association's policies, any of the Association officers, the City, any City policies, or any
38 City officials or employees.

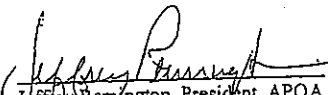
39
40 D. The Association or the City may remove any material, which violates this Section.


41

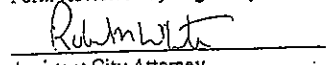
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Jeffrey Remington, President, APOA


Martin J. Chavez, Mayor

Form Reviewed by Legal Department

Assistant City Attorney

(SEAL)

City Clerk/Recorder

1 position with cause.

2
3 I. Removal from any circularized position during the one-year trial period is not
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6 J. Involuntary reassignments are subject to the review and approval of the Chief of
7 Police.

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9 K. Nothing in this section shall prevent Inter-Division transfers within area
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11
12 **SECTION 41. TAKE HOME CAR PLAN**

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14 A. The continuation of the "Take Home Vehicle Plan" is within the sole prerogative
15 of the Chief of Police. If the Chief of Police decides to discontinue the "Take Home
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19 Plan" for Open Space Rangers. The continuation of the "Take Home Vehicle Plan" for
20 Open Space Rangers is within the sole prerogative of the Director of Parks and
21 Recreation as per this section in its entirety.

22
23 B. During the 45 days, the Chief of Police, or his/her designee, and the Association
24 will meet and attempt to solve the problems relating to this program, in an effort to
25 continue the "Take Home Vehicle Program." If no agreement is reached, the Chief of
26 Police may discontinue the "Take Home Vehicle Plan." Nothing in this section prohibits
27 the Chief from discontinuing the program, then implementing a new program after the 45
28 days notice has expired.

29
30 **C. PARTICIPATION**

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32 1. Participation in this program shall be totally voluntary and will be available to
33 every non-probationary officer, subject to Departmental Rules and Regulations governing
34 this program (herein referred to as "regulations"). The right to limit or deny participation
35 in this program is reserved to the Chief of Police.

36
37 2. Officers volunteering to participate in this program agree to abide by all
38 regulations governing this program.

39
40 3. Officers who reside within a ten (10) mile radius of the Bernalillo County
41 boundary may participate in the Take Home Car Plan. Officers living outside of this
42 limit may apply to the Chief for special consideration. The Chief's decision shall be final
43 and not subject to appeal under this Agreement's grievance procedure.

44
45 4. The Take Home Motorcycle Plan will be held to the same condition as the "Take
46 Home Vehicle Plan."

1 h. The loss of a take home vehicle will not occur until after the entire review process
2 is completed, if the officer appeals the suspension.

3
4 i. The final decision of the panel will not be considered disciplinary action and will
5 not be placed on the officer's employee card.

6
7 E. REGULATIONS

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10 from this contract.

11 2. The regulations of the "Take Home Vehicle Plan" may be modified at the
12 discretion of the Chief of Police. Prior to any modification of the regulations, the City
13 will provide notice to the Association pursuant to Section 20 (Rules and Regulations).

14
15 F. AVIATION POLICE

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17 1. Nothing in this Section shall be interpreted to require a "Take Home Vehicle
18 Plan" be implemented for Aviation Police.

19
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23 location mutually agreed upon by the parties for the display of official Association
24 literature, correspondence or notices.

25
26 B. The Association will not post literature, correspondence or notices at any City
27 facility or in any location other than the bulletin boards, employee mailboxes, or the
28 briefing blotters.

29
30 C. The bulletin board will not be used to criticize the Association, any of the
31 Association's policies, any of the Association officers, the City, any City policies, or any
32 City officials or employees.

33
34 D. The Association or the City may remove any material, which violates this Section.

35
36
37
38 SECTION 43. MONTHLY AWARD INCENTIVE PROGRAM

39
40 The Parties recognize that the City has the discretion to develop and implement a system
41 of awards pursuant to Section 3-1-19 of the Merit System Ordinance. The decision of the
42 City to implement or continue an awards system, or the decision to make an award under
43 such a system, shall not be the subject of a grievance or claim of contract violation.
44

4. SIGNIFICANT EVENT

- The birth of a child and care of the child following its birth
- Placement of a child with the officer for adoption or foster care and care for the child following adoption or placement.
- Need to care for a child, spouse, domestic partner or parent with a serious health condition.
- Officers inability to work a full time schedule because of the officers own serious health condition
- A significant event also covers any "serious health condition" as defined in the FMLA
- This will apply to ALL collective bargaining members through the rank of Captain.

SECTION 49. TERM OF AGREEMENT


"This Agreement is to be effective July 1, 2003, and is to remain effective until and including JUNE 30, 2008. Should neither party to the Agreement request opening of negotiations as provided in the Employee Relations Ordinance 67-1977, as amended, this Agreement and the conditions herein shall continue in effect from year to year. During the term of this Agreement, a petition for recertification may be filed only within the thirty (30) day period between the 120th and 90th day immediately preceding the expiration date of the Agreement. There shall be no retroactive compensation benefit in this Agreement.

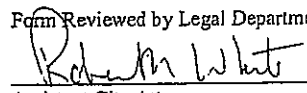
IN WITNESS WHEREOF, the parties have set their hands and seals this 14th day of June, 2006.

ALBUQUERQUE POLICE OFFICERS' ASSOCIATION

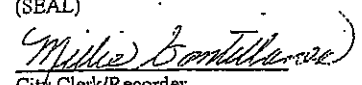

Pete Dwyer, President, APOA

CITY OF ALBUQUERQUE

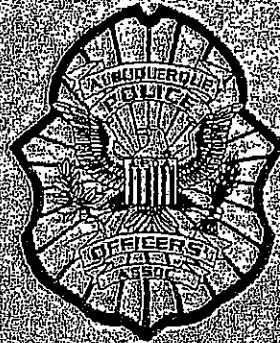

Martin J. Chavez, Mayor

Form Reviewed by Legal Department

Assistant City Attorney

(SEAL)


City Clerk/Recorder

AGREEMENT
BETWEEN
THE CITY OF ALBUQUERQUE
AND
ALBUQUERQUE POLICE OFFICERS
ASSOCIATION



Effective
July 1, 2008
through
June 30, 2011

6
7 **25. TAKE HOME CAR PLAN**
8

9 25.1 The continuation of the "Take Home Vehicle Plan" is within the sole
10 prerogative of the Chief of Police. If the Chief of Police decides to
11 discontinue the "Take Home Vehicle Plan", he/she shall give the APOA 45
12 days advance notice.
13

14 25.2 During the 45 days, the Chief of Police, or his/her designee, and the
15 Association will meet and attempt to solve the problems relating to this
16 program, in an effort to continue the "Take Home Vehicle Program." If no
17 agreement is reached, the Chief of Police may discontinue the "Take
18 Home Vehicle Plan." Nothing in this section prohibits the Chief from
19 discontinuing the program, then implementing a new program after the 45
20 days notice has expired.
21

22 **25.3 Participation Provisions**
23

24 25.3.1 Participation in this program shall be totally voluntary and
25 will be available to every non-probationary officer, subject to
26 Departmental Rules and Regulations governing this program
27 (herein referred to as "regulations"). The right to limit or deny
28 participation in this program is reserved to the Chief of Police.
29

30 25.3.2 Officers volunteering to participate in this program agree to
31 abide by all regulations governing this program.
32

33 25.3.3 Officers who reside within a ten (10) mile radius of the
34 Bernalillo County boundary may participate in the Take Home Car
35 Plan. Officers living outside of this limit may apply to the Chief for
36 special consideration. The Chief's decision shall be final and not
37 subject to appeal under this Agreement's grievance procedure.
38

39 25.3.4 The Take Home Motorcycle Plan will be held to the same
40 condition as the "Take Home Vehicle Plan."
41

42 **25.4 Due Process**
43

44 25.4.1 If an officer fails to follow the regulations governing this
45 program, it will be cause for the Vehicle to be taken away from an
46 officer.

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25.4.2 The Department gas allotment will be followed. Officers who fail to abide by the policy will be subject to the sanction set forth in this agreement.

25.4.3 A vehicle may be taken from an officer for other infractions, not listed, and the appeal process will be the same.

25.4.4 Sanctions:

1 st infraction in a 12-month period	14 calendar days
2 nd infraction in a 12-month period	4 weeks
3 rd infraction in a 12-month period	6 months

25.4.5 Officers will be notified in writing of the suspension of their take home vehicle privileges.

25.4.6 The following will be the only appeal process for suspension of an officer's take home vehicle privileges for cause.

25.4.6.1 Upon being notified of the suspension of his/her take home car vehicle privileges, the officers may acknowledge the violation and begin serving the sanction.

25.4.6.2 If the officer wishes to appeal the sanction, within five (5) days of notification of suspension of the officer's take home vehicle privileges, he/she must submit a letter in writing to the President of the Association, notifying the President of his/her intention to appeal and specifying the reasons the officer feels the sanction should not be imposed.

25.4.6.3 Within five (5) days of notification, the President of the Association will advise the Chief of Police, and a panel will be selected to hear the appeal.

25.4.6.4 The panel will consist of 3 sworn personnel chosen by the Chief of Police and 2 sworn personnel chosen by the APOA president.

25.4.6.5 The panel will meet at a mutually agreed upon time. Attendance at the meeting is voluntary on the part of the officer. If the officer does not appear before the panel, an Association representative will present the case.

25.4.6.6 The decision of the panel will be binding.

1 25.4.6.7 The officer will be advised of the panel's decision at
2 the end of the review, in writing.

3
4 25.4.6.8 The loss of a take home vehicle will not occur until
5 after the entire review process is completed, if the officer
6 appeals the suspension.

7
8 25.4.6.9 The final decision of the panel will not be
9 considered disciplinary action and will not be placed on the
10 officer's employee card.

11
12 25.5 Regulations

13
14 25.5.1 The regulations of the "Take Home Vehicle Plan" will be
15 identified separately from this contract.

16
17 25.5.2 The regulations of the "Take Home Vehicle Plan" may be
18 modified at the discretion of the Chief of Police. Prior to any
19 modification of the regulations, the City will provide notice to the
20 Association pursuant to Section 37 (Rules and Regulations).

21
22 25.6 Aviation Police

23
24 25.6.1 Nothing in this Section shall be interpreted to require a
25 "Take Home Vehicle Plan" be implemented for Aviation Police.
26

1 IN WITNESS WHEREOF, the parties have entered their names and affixed the
2 signatures of their authorized representatives on this 25 day of
3 March, 2008.
4

5
6 CITY OF ALBUQUERQUE

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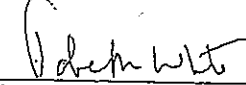
11
12 By: Martin J. Chavez, Mayor
13 City of Albuquerque
14

ALBUQUERQUE POLICE
OFFICERS' ASSOCIATION

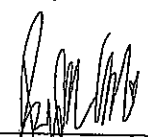


By: Ronald F. Olivas, President
APOA

15
16 Form Reviewed by Legal Department

17
18 
19
20

21 By: Robert White
22 City Attorney

23
24
25 (Seal) 
26
27
28

29 City Clerk

**ALBUQUERQUE POLICE DEPARTMENT
RECEIPT AND AGREEMENT
FOR A PERMANENTLY ASSIGNED/TAKE HOME VEHICLE**

PREVIOUS VEHICLE NUMBER ()

NAME: _____

MAN # _____

CALL SIGN _____

FUEL PIN # _____

WORK # _____

HOME # _____

CELL PHONE # _____

PAGER # _____

AREA OF ASSIGNMENT: _____ WATCH: _____

I DO HEREBY ATTEST BY MY SIGNATURE THAT I AM IN RECEIPT OF THE POLICE
VEHICLE DESCRIBED AS:

(YEAR) (MAKE)

(MODEL) (TYPE)

(VIN NUMBER)

(UNIT NUMBER) (COLOR)

MDT TYPE: _____

SERIAL # _____

MODEM SERIAL # _____

MODEM ID # _____

I hereby agree to strictly abide by the contexts of both the rules and regulations set forth in the Standard Operating Procedures with regards to Take Home Vehicle Usage and Section 41 (Take Home Vehicle Plan) of the Agreement between The City Of Albuquerque and the Albuquerque Police Association and *any existing or future agreements between the City Of Albuquerque and APOA*. I further acknowledge and agree not to alter the issued vehicle in any form, to include: Vehicle numbers, AM/FM Radio or the addition of any other equipment not originally installed in the vehicle. Vehicles designated to run on E85 fuel shall be fueled at city fuel sites with E85 fuel only.

OFFICER SIGNATURE

DATE ISSUED

ISSUED BY: _____

FLEET MANAGEMENT PRE- INSPECTION FORM

UNIT # _____

MILEAGE _____

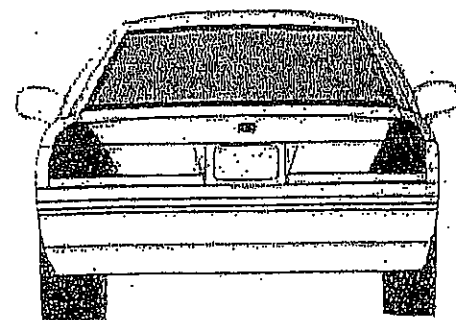
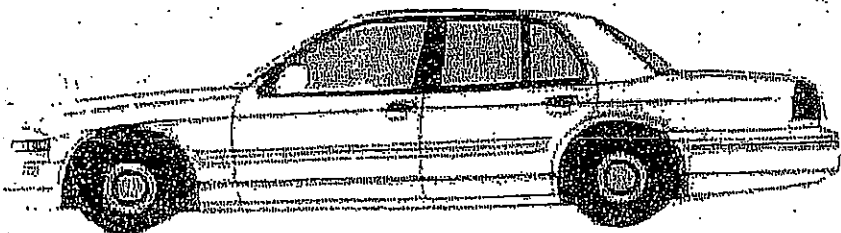
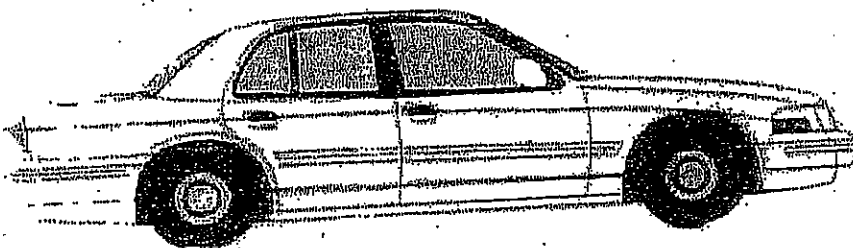
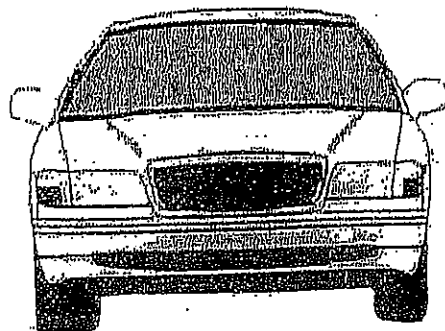
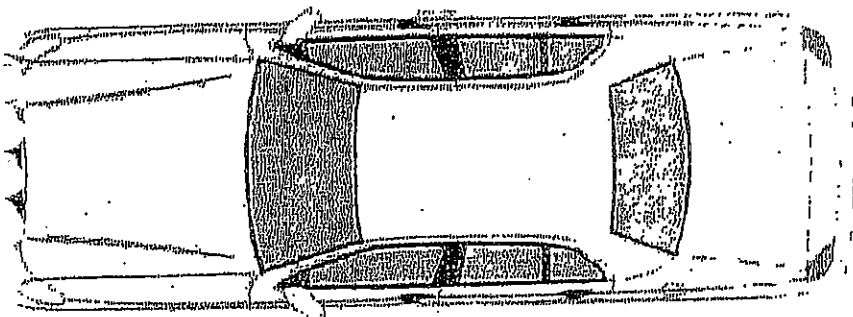
DATE _____

MAKE _____

YEAR _____

MODEL _____

INSPECTED BY _____



INTERIOR: _____

GLASS: _____

PAINT: _____

GRAPHICS: _____

Effective 05/20/02; Replaces: 07/20/00

1-19

POLICE VEHICLES

POLICY:

Department policy is to provide for the maintenance, inspection, and issuance of all Department vehicles, and to control the parking of vehicles at the Law Enforcement Center.

RULES:

1-19-1 FUELING

[N/A]

A. Personnel shall use vehicle card and employee number when fueling police vehicles at city facilities. When fueling a pool car, use the vehicle computer card for the pool car. Exceptions may be approved by section commanders.

[7]B.

B. Personnel who are authorized to use Department gasoline credit cards for vehicle fueling will ensure that only regular grade unleaded gasoline is placed in APD vehicles. Personnel will not purchase any other item(s) with APD gasoline credit cards.

1-19-2 PERSONNEL RESPONSIBILITIES

[APOA CONTRACT]

A. Maintenance Regulations

1. The employee assigned an APD take-home vehicle shall be fully responsible for seeing that the general maintenance and proper care of the vehicle is performed (the City shall perform and pay for the maintenance), and shall be prohibited from:

- a. Altering the body, general design, appearance, markings, mechanical, or electrical system. The addition of equipment, i.e. headlight wig-wags, dash mounted emergency lights, rear deck mounted emergency lights, CB radios, radio scanners, or other equipment, to a vehicle will require a prior approval from the APD Fleet Manager or the Operations Review Lieutenant. Bumper stickers and ad/placard plates are prohibited unless authorized by the Chief of Police
- b. Making any repairs, or having any repairs made to the vehicle other than those made at an authorized city service facility garage.
- c. Using oil, lubricant, or other liquid additives in the vehicle other than those supplied by authorized City of Albuquerque Fueling Depots.

ALBUQUERQUE POLICE DEPARTMENT
* GENERAL ORDERS *

Effective 04/07/00; Replaces: 02/11/98

1-19-2 A
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2. During duty hours, if a repair cannot be fixed immediately, employees will leave the vehicle and go back into service. If the employees have their vehicle serviced while off duty, they will not be compensated for the time they spent waiting for their vehicle.
3. Employees will be responsible for the appearance and cleanliness of their vehicle, both interior and exterior.
4. Employees will wash the vehicle at their own expense and wax it at least once every six months.
5. Employees will change flats, when on-duty or off-duty. Repairs to the tire will be made by the Department authorized service facility when the tire is delivered to the garage.
6. Employees are responsible for having scheduled preventative maintenance performed on their vehicles.
7. If it becomes necessary for a permanently assigned APD vehicle to be out of service for extended repairs, the employee may be assigned a pool vehicle for his/her use. If there are a sufficient number of pool vehicles available, then the employee normally assigned a vehicle, may be assigned a pool vehicle for exclusive use during the time their regular vehicle is out of service. Marked pool vehicles shall be checked out at substations.

[N/A]

- B. If personnel fail to comply with the requirements contained herein, it can be used as a basis for appropriate disciplinary action. Disciplinary action can include denial of issuance of a new car.
- C. Vehicle numbers will be placed on the front fenders, the top of the vehicle, and the trunk of each marked unit. Personnel will not remove these numbers. If a number comes off for any reason, the vehicle will be taken to Motor Transport for replacement of the number.

1-19-3
[7]

POLICE VEHICLES IN NEED OF REPAIR

- A. When a vehicle breaks down or is in need of repair during the shift, the employee will take the vehicle to the police garage at 1801 Fourth Street NW if it is safe to drive. Under no circumstances shall a vehicle requiring only minor repair be parked near the Law Enforcement Center or substations.
- B. In all cases, a Repair Work Order Form must be prepared by the employee or shop foreman, giving a clear comprehensive description of the problem. When the police garage is open, employees will park their vehicles in the caged parking lot on Fourth Street. Employees will not park vehicles in the parking lot on the West side of the garage.

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Effective 04/07/00; Replaces: 02/11/98

1-19-3.
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- C. When a vehicle is taken to the police garage when the garage is closed, the Repair Work Order Form can be obtained from the mailbox located on the door, on the West side of the building. After completing the form, the employee will place it on the dashboard and will park the vehicle in the police parking area on the West side of the police garage.
- D. Personnel will ensure that a vehicle, if driveable, has a full tank of gasoline prior to taking the vehicle in for repair or for preventative maintenance (P.M.).
- E. If maintenance shop personnel determine that a vehicle is unsafe or red-lined, the vehicle shall be left at the shop or storage lot. Personnel shall not remove the vehicle from the maintenance shop, or storage area without authorization from the fleet supervisor or designee.

[6]

1-19-4
[7]

SECURING DEPARTMENT ISSUED PROPERTY

- A. Personnel will remove all Department issued property, including handi-talkies, shotguns, handguns, etc., from their assigned vehicle/motorcycle when the vehicle is left at the police garage.
- B. Personnel will be held responsible for the loss of any issued property left unattended in the vehicle.
- C. Personal property left unattended by personnel in their vehicle will be their sole responsibility.
- D. If personnel are incapacitated and are unable to secure their Department issued property or personal property, it will be the on-scene supervisor's responsibility to ensure that the property is properly secured.
- E. Personnel shall secure their Department issued vehicles when left unattended or when the vehicle is out of their sight or immediate control. This will include both on-duty and off-duty.
- F. Personnel should remove the keys from the ignition during a critical incident.

1-19-5
[7]

INSPECTION OF DEPARTMENT VEHICLES

- A. Each vehicle will be formally inspected each month by the employee's supervisor to include cleanliness, preventive maintenance schedule, and equipment. A formal inspection will be conducted by the employee's supervisor when the employee is turning in a vehicle which will be reissued.
- B. The Department Monthly Police Vehicle Inspection Form (PD4415) will be used for inspection and maintained by the police garage.

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- C. During scheduled maintenance, the shift supervisor at the police garage will inspect vehicles, and, through the fleet manager, will notify an employee's supervisor of failure to comply with the requirements contained herein.

1-19-6

ISSUANCE OF DEPARTMENT VEHICLES

[N/A]

- A. Any employee whose vehicle becomes unserviceable as a result of a chargeable traffic accident can be denied issuance of another vehicle.
- B. The denial of issuance of another vehicle will be determined by a consensus of the employee's immediate supervisor, the area/division commander, and a representative of the Albuquerque Police Employees Association, if applicable.
- C. Vehicles will be issued, turned in, and exchanged through the Fleet Manager. The Special Investigations Division is exempt from this provision.
- D. Personnel will sign a Take-home Car Agreement every time a vehicle is assigned or re-assigned.
- E. Area/division commanders will provide the Fleet Manager's office with current line-ups, which include vehicle assignments, upon completion of each bid, or when there has been any change in assignment status.

1-19-7

PARKING OF POLICE VEHICLES AT THE LAW ENFORCEMENT CENTER

[APOA CONTRACT]

- A. Personnel will park police vehicles in compliance with parking laws. The only exception will be when responding to a public safety emergency.
- *B. Due to operational units being on a 4-10 hour work schedule, parking is restricted to Law Enforcement Center parking slots and ramp area only between 0600 hours and 1700 hours, if the slot has been designated for their assignment. Personal arrangements can be made with personnel who are on a 5-8 hour work schedule. Parking in unmetered curb areas is allowable.
PARKING IS NOT ALLOWED:
1. At entrance or exit areas.
 2. To block the parking area of other vehicles.
 3. In prohibited areas such as yellow, red, loading or handicap zones.
- C. Personnel will not park Department issued vehicles at the metered spaces near or around the Law Enforcement Center between 0800 hours and 1800 hours, Monday through Friday.

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- D. Personnel who violate this Section will lose their take-home car privileges based on the current APOA collective bargaining agreement. If the existing APOA contract has expired, the most current prior contract will prevail. It is the responsibility of each employee who is issued a take-home car to review the current contract for sanctions.
- E. When a decision is made to suspend the employee's take-home car privileges, the suspension will not take effect for two weeks. The supervisor's decision to remove take-home car privileges will be documented in a memo to the employee, and a copy will be forwarded to the appropriate division commander/manager and to the Chief's Office. During this two-week period, the employee has the opportunity to go through his/her chain of command up to the Chief of Police to request that the decision be reversed or modified.
- F. Supervisors will ensure that police vehicles which have been withdrawn from the take-home car plan under this section are parked at a police facility during the driver's off duty hours.

1-19-8
[7]

USE OF SEAT BELTS

All Department personnel will utilize seat belts when operating Department vehicles unless exempted by a supervisor when specific situations override safety considerations.

1-19-9

VEHICLE REGISTRATION

- A. Registration and license plates for all Department vehicles (except Special Investigations Division vehicles) are valid for the life of the vehicle, or until such time the State of New Mexico requires the Department to renew vehicle registrations and obtain new plates.
- B. All Department vehicles (except SID vehicles) must have a "G" government license plate. If a Department Vehicle does not have a "G" plate, the person to whom the vehicle is issued must report to the Fleet Services Manager to obtain a "G" plate.

1-19-10

ASSIGNED TAKE-HOME VEHICLE PROGRAM

[APOA CONTRACT]

- A. No one other than an authorized APD employee will be permitted to drive the issued police take-home vehicle. Employees will not presume any special privileges with an APD vehicle while off-duty. As an example, an employee living in an apartment complex will park the vehicle in the designated area at all times, not in a reserved or no parking area.

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Effective 04/07/00; Replaces: 02/11/98

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- B. Department employees may drive unmarked Department vehicles for official purposes only; providing they hold a valid city drivers license for that class of vehicle.
- C. Employees will not operate an assigned vehicle within eight hours after consuming any alcoholic beverages.
- D. Employees participating in the Assigned Take-home Vehicle Program will not be authorized to transport any passengers except under the following conditions:
 - 1. Approved ride-along.
 - 2. Children for day care purposes, only while the employee is en- route to and from work.
 - 3. When the employee is on an on-call status.
- E. The APD Vehicle will not be utilized for carrying heavy or excessive loads, and will not have objects protruding from the trunk or window.
- F. Employees will not use the APD vehicle for any commercial enterprise; however, the vehicle may be driven to and from a part-time job subject to the approval of the appropriate Bureau/Division/Area Commander.
- G. During vacations of five days or more when the employee will be out of the City, or when an employee is on sick leave, or injury time for five days or more, the APD vehicle will be properly secured and parked to prevent damage to the vehicle and theft of its contents.
- H. If an employee is on ILD and allowed to perform light duty or is on light duty for other than ILD, and is in uniform services and drives a marked police unit, they:
 - 1. May be allowed to drive a marked unit.
 - 2. May be required to turn in the marked unit.
 - 3. May be issued an unmarked unit until such time he/she is back to full duty, subject to availability of an unmarked unit.
- I. Vehicle Operation Regulations:
 - 1. All employees assigned an APD vehicle will exercise good judgement in utilizing it, and will not drive or use the vehicle so as to cause unfavorable comment, or reflect discredit on the Department.

ALBUQUERQUE POLICE DEPARTMENT
* GENERAL ORDERS *

Effective 03/20/2007; Replaces: 04/07/00
OR07-02

1-19-11 **SANCTIONS FOR VIOLATION OF THE ASSIGNED TAKE-HOME VEHICLE PROGRAM**

Sanctions for violation of any part of this Take-home Car Program are contained in the current Albuquerque Police Employees Association Collective Bargaining Contract. All employees having a take-home car will be subject to these sanctions.

If the existing APOA contract has expired, the most current prior contract will prevail.

1-19-12 **RED LIGHT/SPEED VIOLATIONS**

A. Notices of violations for red light or speeding will be issued to the Internal Affairs (I.A.) office for all police issued vehicles. The Automated Enforcement Unit is responsible for delivery of the citations to the I.A. Unit Lieutenant upon receipt.

* The I.A. Lieutenant will insure all citations are logged in the Red Light Violation Log Book by the Compliance Officer.

B. Personnel receiving any citation will be summoned to the I.A. office to sign for a Target Letter. No "I" number will be issued at the initial phase of the investigation, however, an "I" number will be issued if the investigation determines that a significant violation has occurred that would result in discipline.

C. **Speed Violation Investigations**

1. Violations 15 mph and below will be sent to the Area/Division Commander/Manager to investigate. The citation and a letter of instruction providing 20 days for the investigation to be completed and returned (to I.A.) will be sent to the Area/Division Commander/Manager.

a. A memorandum from the Area/Division Commander/Manager outlining any corrective action taken must be sent to the Internal Affairs Unit for filing purposes.

b. Any disciplinary action will be noted in the employee's "Employee Card".

2. The Compliance Officer will conduct an administrative investigation for speed violations 16 mph and above.

a. Investigations conducted and completed by the Compliance Officer will be forwarded up the "targeted" employee's chain of command.

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OR07-02

1-19-12 C. 2.
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- b. The investigation will be forwarded to the Internal Affairs office with recommendations of proposed discipline or exoneration.
- c. If discipline is imposed, an "I" number will be issued and entries will be made on the employee's Employee Card.

3. Exonerated Driving Infractions

- a. The employee's chain of command must submit a memorandum to Internal Affairs exonerating the employee of all driving infractions. The memorandum will include all documentation supporting the exoneration, i.e., CAD Reports, radio tapes, tact plans.
- b. The Lieutenant of Internal Affairs will forward the citations to the Red Light Unit for dismissal.
- c. A copy of the memorandum exonerating the officer will serve as receipt of the dismissal.

D. Right to Appeal

- 1. Employees who wish to exercise their right to appeal must follow the instructions in Section B of the notice form.
- 2. The employee will:
 - a. Contact the Lieutenant of the Red Light Unit to have a new citation issued in his/her name.
 - b. Take the citation to the Office of Boards and Commissions, Room 7077 of the City/County Building, located at 400 Marquette, to schedule a hearing.

E. Uncontested Speed and/or Red Light Citation

Personnel who wish not to contest to a citation for speeding and/or red light violation must pay all fines and provide a copy of the check/money order or receipt of payment to their chain of command.

Note: The Compliance Officer will conduct an administrative investigation on all speed violations of 16 mph and above.

- F. To ensure accuracy and disposition on all cases of red light and speed violations, the Inspections/Accreditation Unit will conduct a yearly audit.

Reference Materials

Take Home Cars

by: Bruce Mann & Douglas Goodman

Courtesy: Police Fleet Magazine

Assigning each officer an individual vehicle to use on and off shift is a contentious, disputed, oft-argued and emotionally charged issue. The real public policy issue should be: will the community be better off or not with an assigned vehicle program? While the issue can be stated quite simply, constructing an answer is difficult and problematic.

The answer depends on program finances, local political and community objectives, as well as the operational needs of the department. Many of the dollars involved can be measured with only moderate difficulty. However, calculating values of some benefits and costs is complex due to their indirect assessment or their subjective nature. Citizen perceptions of safety, the deterrent effect of police visibility, morale effects, and the value of alternative uses of funds all need to be considered in any assigned vehicle program evaluation.

An assigned vehicle program evaluation should start with a clear, comprehensive cost-benefit review. The review will provide an estimate of how large non-measurable benefits have to be, or how small the other costs can be, before the program would be justified. A cost-benefit study provides a benchmark around which the decision making process can proceed and alternative arguments can be framed.

This was the approach taken by the city of Tacoma, WA. Tacoma is a moderate sized urban area in a large metropolitan region. The city, at the time of the study, had a population of about 185,000. Some patrol officers lived in the city, many resided in the surrounding county (Pierce County has a population of about 500,000). The county is part of the three million people Puget Sound area where Seattle is the major urban center.

In part, the city felt we would bring objectivity, impose a rigorous professional approach, and provide an unbiased opinion. The city instructed us to design, implement and evaluate an assigned vehicle pilot project. At the time the study began in 1996, police services were delivered in a typical fashion—officers shared vehicles, the work schedule was four 10-hour shifts per week, with full time sectoral policing.

Only officers working in special programs (K-9 or on-call, for example) had assigned vehicles. The project ended in November of 1997. We reviewed the literature on assigned vehicles, developed cost and benefit estimating methods, collected data, and evaluated the outcome.

Our literature review included 15 previously published, assigned vehicle studies. These studies ranged from small, semi-urban jurisdictions to geographically dispersed county sheriff offices to large metropolitan police departments. The arguments for take-home cars were consistent: improved morale, lower operating costs, higher capital expenditures, billboard effects, and better public perception of policing.

However, the empirical results (when reported) were often suspect. Controlled comparisons were not done, cost data focused on operating expenses, conclusions often used judgmental factors, and adjustments for geography, force size and local conditions were often absent. The studies were helpful in providing some comparative results, ideas for program design, and cautions about problems, but they did not offer conclusive

evidence.

The pilot project used 30 newly purchased vehicles assigned to individual officers. All vehicles were 1996 Crown Victorias, outfitted with standard police equipment. The first assigned vehicle entered service in January of 1996 and the final one came online in November of that year. All entered service with minimal (delivery and test) mileage and no wear and tear. In addition, the city selected a sample of 46 fleet pool vehicles. Records for the pool and assigned vehicles were maintained by the city. Data included operating expenses, damage costs, mileage, capital outlays and financing. Our study compared the costs between the assigned and fleet pool vehicles.

Each officer with an assigned vehicle agreed to maintain a weekly log of activities. The log entries identified off-shift police related activities. We measured the amount, nature and origin of "off-duty" policing for the average officer with an assigned vehicle. The nature of the activities included responding to dispatch, stopping to assist citizens, and providing traffic control. Calls for off-duty assistance came from official radio communications, sightings by the off-duty officer, and direct citizen contact.

Officers with assigned vehicles also provided commuting information. We estimated the number of miles and amount of time vehicles were used for off-duty activities. We also obtained information from assigned vehicles and pool fleet officers about shift change time (paid patrol time lost to changeover) and preparation needs.

Since we knew the off-duty location of each assigned vehicle, we measured neighborhood perceptions of safety and policing. We selected four block areas around a sample of assigned vehicle locations and random locations elsewhere in the city. Pre- and post-program telephone surveys asked residents about neighborhood safety, personal concerns, police visibility, and how they felt the department was doing. We measured attitudinal changes, visibility effects and altered perceptions due to the presence of an off-duty police vehicle in the area.

Within the department, each officer with an assigned vehicle, and a sample of officers who did not get an assigned vehicle, completed pre- and post- program questionnaires. The questionnaire measured anticipated and actual problems and benefits from an assigned vehicle, lifestyle changes, interactions with neighbors, and the like. Thus, we tracked officer expectations versus the reality of "being on call" 24/7.

The final element was a statistical study relating crime rates, property values and vehicle assignment programs. We estimated the dollar benefit to homeowners and to local governments (through property tax collections) of crime rate changes due to having more vehicles on the streets more often. Our empirical model provided a link from vehicle programs to crime rates and property values.

Over our study period, assigned vehicles logged a total of 397 months of service. On average an assigned vehicle was on the road for 12,700 miles per year (2,500 miles for commuting and 10,200 on patrol service). The average pool fleet vehicle recorded an average of 22,400 miles per year (all for patrol).

City and department policy was to retire a vehicle after it accumulated 89,000 miles of use. Thus, an assigned car would be in service for 7.25 years while a pool vehicle would remain active for four years. For analytical convenience, we used an eight-year accounting period to compare costs and benefits for assigned and pool vehicles.

The total cost to purchase, equip and prepare a vehicle for patrol service was \$33,875. Based on staffing levels in 1996, the department would require a 130-car assigned vehicle fleet compared to a 44-car pooled fleet. Over eight years, the assigned vehicle fleet capital and financing costs would total \$6.5 million compared to \$3.8 million for the pool fleet. Since more cars are needed for the assigned vehicle program, even though they are replaced less often, the total principal and interest expense was 71% more. However, on a per vehicle basis, the associated costs of an assigned vehicle averaged less (\$44,600) than a pool vehicle (\$47,800).

We compared operating costs for fuel, tires and routine maintenance. The annual per vehicle operating cost under the assigned vehicle program was \$28,100 compared to a pool program average cost of \$81,700, due to 62% fuel cost savings, 76% less for tire replacement, and a 66% reduction in routine maintenance. Over the eight-year period, then, the operating cost for a fully assigned vehicle fleet would total \$4.1 million and the cost for a full pool fleet would be \$5.2 million—an eight-year savings of 21% in total.

The most significant cost reduction for the assigned vehicles was due to lower accident and damage repair costs. A pool vehicle averaged \$8,400 while an assigned vehicle required only \$1,375 per year. Over an eight-year period, a full assigned vehicle fleet would generate a total of \$179,000 in accident and damage repair work compared to \$365,000 for a full fleet of pool cars.

In total, it costs less to operate an average assigned vehicle unit each year than it does to keep a pool vehicle on patrol; \$29,500 versus \$90,100. This per vehicle savings does not translate into an equivalent proportional total cost savings since there are almost three times as many assigned vehicles as pool vehicles in the fleet. Nonetheless, over eight years an assigned vehicle fleet will reduce operating costs by a total of \$1.3 million dollars. On a total cost basis over eight years the full assigned vehicle fleet will be more expensive than the pooled fleet. The \$2.7 million in additional capital expenses exceeds the \$1.3 million reduction in operational costs. As a result an assigned vehicle fleet will add \$175,000 to the department's annual budget.

Further benefits the city would receive with a full assigned vehicle fleet were also examined. These benefits are the result of officers spending more effective time on patrol and a positive impact from increased property tax revenue.

To begin a shift, officers reported for roll call, then went to their cars and started patrol. Since officers with assigned vehicles already have their cars "ready-to-go," they spent an average of four minutes preparing for patrol. Officers with pool vehicles after roll call required 25 minutes, on average, to get a vehicle, inspect it, put their equipment in the car, and stow personal effects.

Thus, officers with assigned vehicles averaged 20 more minutes per shift than officers who had to obtain and prepare pool vehicles. Assuming half as much change time saved when going off patrol and given regular shift scheduling, an officer with an assigned vehicle is on the street 58 more hours per year than an officer with a pool car.

Furthermore, officers with assigned vehicles were also on the street during their commutes. Although not on duty, their presence on the street served as a deterrent to criminal activity. Also, they sometimes responded to calls for assistance. Given the geographic location of the officers, the average commute time in the city was 90 hours per year, or about nine 10-hour shifts at no additional cost to the city.

Off-duty officers with assigned vehicles were visible, approached by citizens for aid, responded to dispatch calls, and voluntarily intervened when appropriate. That is, the officers provided police services at no additional cost. On average, an officer with an assigned vehicle was involved in 24 off-duty incident responses per year. The average amount of time devoted to an off-duty incident response was approximately 20 minutes.

Based on the average amount of departmental response activity and time, the off-duty activity is equivalent to each officer providing an additional one-half of a shift per year, at no cost. Given the total amount of extra time provided by officers with assigned vehicles and the city's cost per officer, over eight years this amounts to \$3.4 million worth of additional police services, or roughly \$3,300 per car per year. This additional benefit value more than offsets the negative budgetary impact for an assigned vehicle fleet structure.

Converting from a pool fleet to a complete assigned vehicle configuration generates a positive net benefit to the department of \$2 million over the eight-year budgetary cycle (\$3.4 million of additional services less the \$1.4 million additional departmental expenditure).

An increased and more visible police presence reduces crime through both deterrence and detection. Lower crime rates benefit citizens, not just with improved levels of safety and security, but also with increased property values. Any increased property value provides a benefit to the city; one not captured directly by the police department, through increased general fund revenues to fund additional programs. These estimated impacts are calculated using a standard statistical model.

It was estimated that with an assigned vehicle fleet nonviolent property crime fell by 1,305 incidents per 100,000 inhabitants using mid-sized urban areas as the sample base. We also estimated that for each one percent reduction in nonviolent crime, property value increases by about \$1,100. This means for Tacoma using 1996 values, an assigned vehicle fleet would have reduced nonviolent crime by 3.1% annually. Based on the city's 1996 tax rate this would generate \$530,000 of increased general fund revenues per year.

One surprising finding came from the neighborhood survey results. The use of assigned vehicles had virtually no impact on resident and citizen perceptions about policing, crime rates, size of the department, or feelings of safety. As expected, only in areas near the homes of officers with assigned vehicles did the percentage of neighbors who reported seeing police vehicles increase.

The reputed "billboard effect," an increased sense of safety and security when people see more police vehicles, was not reflected in our survey results. Nonetheless, most respondents reacted favorably to having cars on the street and in their neighborhoods.

The survey results of officers clearly indicated a positive morale improvement for individuals with assigned vehicles. These officers appreciated having their own "offices on wheels," the convenience of an individual car, the support from the department and city, and identified very few problems. A pre-program apprehension of being "hassled" about minor matters while off-duty proved to be unsupported. Similarly the pre-program fear of off-duty vehicle vandalism failed to materialize. Finally, most officers voluntarily provided some off-duty maintenance, care and attention to their vehicles.

In summary, shifting from a complete pool vehicle fleet program to a complete assigned

vehicle one is costly. The additional net cost and budgetary impact on the public safety department results from the increased capital and financing cost of procuring (three times) more cars. This added cost is partially offset by reduced operating, maintenance and repair expenses. If the assigned vehicles are in service more than twice as long as pool vehicles, the operating savings could be large enough to offset the added costs.

The use of assigned vehicles does generate significant police service benefits; primarily by increasing the effective time officers are on patrol. The value of this extra time can be substantial enough to more than offset the net budgetary cost. More policing also leads to a reduction of crime, producing benefits to the citizens and the general government budget.

Although public perceptions about the effectiveness and visibility of officers were little changed and "billboard effects" were not observed, a longer time frame might change this outcome. Initial concerns about off-duty inconvenience, vehicle vandalism, loss of overtime, and personal costs proved to be incorrect. Finally, an intangible, but positive, effect of the program was the boost to officer morale.

A cautionary observation is worth noting. We found it was important to tailor our methods, procedures and analysis to the particular circumstances of Tacoma. We think our general results would be transferable to other medium sized urban places located within a larger metropolitan region. However, the specific results would not necessarily be the same in a different place at a different time.

Local geography, departmental regulations and policies, cost conditions, crime patterns, and housing market circumstances play important roles in this type of analysis. While caution must be exercised when applying our conclusions and results to other jurisdictions, we believe our comprehensive approach and methods offer guidance and shed new light in this highly debated policy area.

Bruce Mann, Ph.D., and Douglas Goodman, Ph.D., are both Professors of Economics at the University of Puget Sound. Both are active in consulting and research. They may be reached at mann@ups.edu and goodman@ups.edu, respectively.



For LAPD officers, getting ready for work is on the clock

A federal judge rules that putting on -- and taking off -- uniforms and safety equipment is essential to the job and requires compensation. The decision could cost the city millions of dollars.

May 08, 2009 | Joel Rubin

Who knew the badge, the holster and the iconic dark blue threads worn by Los Angeles police officers could make punching the clock so complicated?

A federal judge ruled this week that Los Angeles Police Department officers should be paid for the time it takes them to put on and take off their uniforms and safety equipment, a decision that could cost the city millions of dollars in back pay and higher salaries.

In a 39-page ruling, U.S. District Court Judge Gary Feess found that the several minutes it takes an officer to dress for duty is a vital part of the job because "police uniforms convey and legitimize officers' authority, increase officer safety, and help deter crime."

The dress time, which is generally thought to be between five and 15 minutes on each end of a shift, Feess decided, falls under the compensation rules of the U.S. Fair Labor Standards Act, a long-standing law that requires employers to pay their employees for all hours worked.

The decision, which applies to three similar cases that had been brought by LAPD officers, drew a sharp rebuke from Police Chief William J. Bratton, who lashed out at the officers and the city's Police Protective League, the rank-and-file officers' union that has filed a separate lawsuit on the issue.

"I think that it's outrageous that they are even seeking" the additional pay, he said. "We have enough costs to bear without paying officers to take their clothes on and off."

Paul M. Weber, president of the union, fired back, calling the ruling "a huge deal." It is unfair, Weber argued, that officers must don their uniforms, holsters, bullet-proof vests and other equipment as part of the job, but can also be disciplined by supervisors for failing to be ready for duty at the start of a shift. "It's the law," Weber said. "All we've been saying is that we want the city and the department to comply with it."

Greg Petersen, the lawyer who sued the city on behalf of the officers, said that preparation time involves more than putting on a uniform. Strapping on Sam Browne equipment belts, which can weigh more than 30 pounds, and required body armor, as well as preparing weapons and other equipment for duty, takes time and effort, he said.

Throughout the country, paying officers to dress for duty is a highly contentious and litigated matter. Though not widely embraced, some law enforcement agencies, such as the California Highway Patrol, do compensate officers for the time it takes them to suit up for duty, Petersen said.

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The effect of Feess' ruling on LAPD salaries remains to be seen. Union and department officials shied away from making estimates of how much it would cost to compensate the roughly 9,800 officers, most of whom typically serve either three 12-hour shifts or four 10-hour shifts each week.

But, with annual salaries starting at about \$55,000 and the union arguing that the compensation should be retroactive and applied to overtime payments and pensions, the implications are potentially large. Officers who makes \$75,000 a year, for example, would be eligible for roughly \$2,000 more in salary each year if they were compensated for 10 minutes on both ends of each shift.

Early next month, the U.S. 9th Circuit Court of Appeals is scheduled to hear arguments in two cases that address the same issue, attorneys said. The city of Los Angeles must decide whether to wait and see whether that higher court rules in favor of police departments and sets a legal precedent, to appeal Feess' ruling right away, or to concede defeat and start hammering out a pay agreement with its officers.

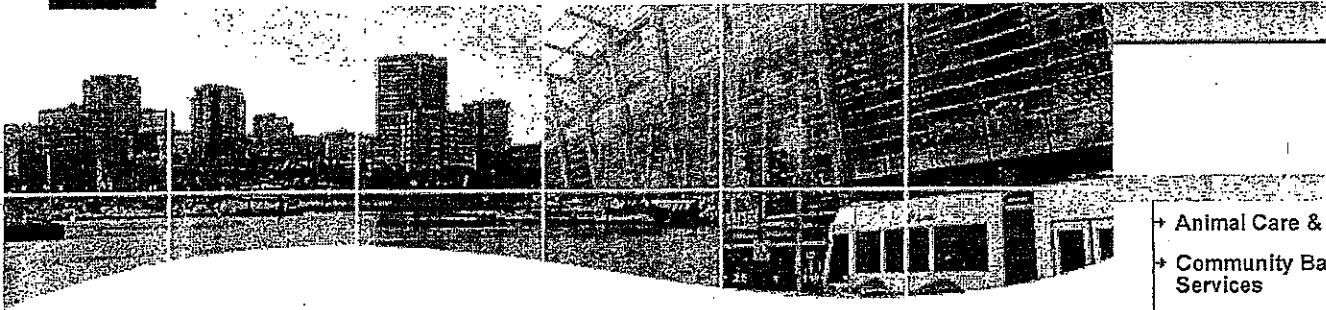
Regardless, the ruling is not welcome news for the city as it struggles to close a budget gap estimated at more than \$500 million.

Feess rejected several arguments made by attorneys for the city, including the contention that the time it takes an officer to get ready is so short as to be trivial.

At the heart of the ruling was the ambiguous question of what defines work for a police officer -- a conundrum that the U.S. Supreme Court has wrestled with several times in other types of workplaces, generally siding with workers over management. In 2005, for example, the high court upheld rulings that workers at meatpacking and poultry processing plants should be paid for the time it takes to put on mandatory safety equipment.

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EXECUTIVE SUMMARY

COST-BENEFIT ANALYSIS OF THE TACOMA POLICE DEPARTMENT'S ASSIGNED VEHICLE PROGRAM

Mercury Associates, Inc. was selected by the City of Tacoma to conduct a cost-benefit analysis of the Police Department's Assigned Vehicle Program. The project involved initial data gathering including interviews with city and department staff, a survey of police officers, focus group sessions with and a survey of members of various Neighborhood Councils, and development of a quantitative model of the costs and benefits associated with the program. Three central questions were investigated as part of this project: 1) Should vehicles be assigned to officers or should officers share vehicles from a pool? 2) If vehicles are assigned, should officers be allowed to drive them home? 3) If officers take their vehicles home, what criterion should be used for setting the policy on how the city subsidizes commuting costs?

Mercury Associates is the largest fleet management consulting firm in the country and has assisted 200 public and private-sector organizations optimize their fleet management organizations and practices. Clients served in the past by members of our firm include all ten of the largest cities in the country; 28 states, Federal agencies including NASA and the U.S. Army; both public and investor owned utilities, and several prominent Fortune 500 companies. Our project team included Randy Owen, Mercury's Senior Vice-President, who served as the Project Manager for this engagement; Dr. Donald Lauria of the University of North Carolina who conducted the economic analysis and authored the technical report for the project; and Dave Robertson, a Senior Associate with Mercury Associates and a former Fleet Manager for the City of Houston Police Department.

Interviews, Surveys, and Information Gathering Efforts

We began this project by providing the city with a detailed written data and information request. Response to our request was excellent both by the Police Department and the City's Fleet Services Section. Our initial meetings and interviews included a broad spectrum of stakeholders including members of City Council, members of Neighborhood Councils, police command staff, police rank and file employees, and Fleet Services staff.

Our work plan included the design of two comprehensive surveys. The first survey was targeted at police officers so that we could develop a thorough understanding of how assigned vehicles are used. The survey was designed to be completed by officers on their in-car computers by connecting to Mercury Associates data center over the Internet. The survey, which was kept anonymous in order to encourage honest responses, was distributed electronically to 263

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officers and we received responses from 251. This very high response rate produced strong confidence in the statistical validity of survey results. The most significant information and results from the survey are summarized below:

- Twenty-percent of officers reside within city limits, fifty-percent live within 10 miles of city limits, thirty-percent live more than 10 miles away, and ten-percent live more than 20 miles from the city.
- The average one-way distance between respondents homes and the city limits is 9.4 miles. The median distance is 7 miles.
- Twenty-four percent of respondents park their assigned police vehicle in their home garage, fifty three-percent park in their driveway, and fourteen percent park on the street.
- When respondents used pool vehicles (before adoption of the current assigned vehicle program) it took an average of 28 minutes to check a vehicle out and load gear and equipment.
- When respondents used pool vehicles they were unavailable an average of 5.6 days per month for a variety of reasons. Changing a car required an average of 25 minutes.
- Eighty-two percent of respondents reported that the condition of their assigned vehicle is much better than pool cars.
- In the past 2 months each respondent made an average of 6 contacts (e.g. assisted in an arrest) outside of normal work hours on their way to and from work/home; the average time spent on these contacts was 36 minutes; forty percent of the contacts were outside the City of Tacoma.
- Ninety-four percent of respondents said they were more productive with an assigned vehicle vs. a pool program.

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We also conducted two focus group sessions and a survey of members of Neighborhood Councils. The survey, which members helped design, was sent to 80 individuals and 40 responded. The number and rate of responses provides a respectable level of confidence in the results. The most significant information and results from the survey are summarized below:

- Fifty-three percent of respondents said that Tacoma's police services were good but needed some improvement and forty-seven percent indicated that services are poor and require much improvement. No respondents said that services were excellent and did not require any improvement.
- Thirty percent of respondents indicated that their knowledge of the assigned vehicle program was good and the rest indicated that it was fair.
- Respondents indicated that the top benefit of the assigned vehicle program was that it allowed officers to respond quickly to emergencies. The benefit that was cited second most often was that the program helped to deter crime.
- Fifty-eight percent of respondents favor assigning vehicles to officers, twenty-six percent were indifferent on this question, and only sixteen percent favored use of pool vehicles.
- Eighty-four percent of respondents favor allowing police officers to take their assigned vehicles home. Fifty percent of these respondents believe that the take-home policy should limit this benefit to officers who live within a certain distance of the city such as 10 miles.

Demands for and Supply of Police Services

In this area of the project we were asked to assess how well Tacoma allocates its police resources, especially personnel and vehicles. Our approach to this question was to examine

the average response time to calls for service for each of Tacoma's police sectors and districts.

The Police Department has organized the city into four sectors, each of which is divided into four districts. The four sectors in Tacoma each have four patrol vehicles on the street at any given time. Sector 1 and Sector 4 also have an additional car due to their large geographical size and configuration. Therefore, Tacoma typically has 18 police vehicles patrolling its streets.

The average response time for the city as a whole during the period that we reviewed (May and June of 2004) was just under 10 minutes. The variation in average response times between districts was relatively small, ranging from a low of 8.5 minutes to a high of 13 minutes. These findings suggest that the way department deploys its manpower and vehicles results in a high and consistent level of service and that no district in Tacoma seems to be under served.

Cost-Benefit Analysis

The main focus of our project for the city was an economic analysis of the costs and benefits of the assigned vehicle program. Our approach to this part of the project followed standard cost-benefit analysis methods, which are well documented in economic literature.

The primary conclusions of our analysis are:

It is far better for the city to assign vehicles to officers than to have them share vehicles from a pool. The equivalent annual savings from our net present value calculation is \$1.5 million per year for assigned vs. pool vehicles. The principal reason for the savings is increased officer productivity as a result of not having to check out a pool vehicle and transfer equipment in and out of them each day.

The city is also better off allowing officers to commute in patrol cars and park them at home rather than parking them in a city lot or garage. The annual economic costs of officers taking vehicles home are about \$800 per year per vehicle less than the alternative of parking them in a city garage. The difference for the entire fleet of take-home vehicles is about \$200,000 per year. Unlike the benefits of assigning a vehicle to each officer, which accrue entirely to the city, only some of the take-home benefits accrue to Tacoma, the rest accrue to the police officers themselves. The fact that the benefits of taking vehicles home are shared jointly by the city and the officers does not reduce the real economic benefits that result from the take-home program. The main reason for this cost difference is that the commuting cost of patrol vehicles is less than the cost of building and operating additional parking places in the city.

The current policy of allowing officers to take police vehicles home provides additional benefits due to officers responding to emerging calls while driving to and from work; responding to calls more quickly, providing citizens with an increased sense of safety by having cars parked in neighborhoods, and better care of police vehicles provided by officers at their homes.

The assigned vehicle program may be producing an unwelcome incentive for police officers to live outside of the city, since there is no charge for commuting and no limit on commuting miles. The city needs to examine and decide how to handle "excess" commuting. Our analysis shows that the break even point for the city to subsidize officers commuting in their vehicles is between 7 and 14 miles one-way based strictly on the financial costs of commuting vs. the financial costs of providing in-city parking.

Recommendations

Our main recommendations related to this project are as follows:

The city should continue its policy of assigning vehicles to officers rather than using pool cars.

Officers should be allowed to take vehicles home.

The city should examine its policy on subsidizing commuting. This policy should not, however, focus entirely on financial issues and should recognize that officers provide services while commuting to and from work that benefit society as a whole.

While no evidence of abuse was found, the city needs to be sensitive to perceptions that officers could be unreasonably using police vehicles for personal reasons. Procedures to enforce appropriate policies need to be routinely examined to ensure that they are working.

The analysis of how the Police department allocates its personnel and vehicles to meet the demands for police services revealed no particular problems or disparities among districts. Nevertheless, because demands are always shifting, the department needs to exert constant vigilance and scrutiny of its policies and practices to ensure that the citizens of Tacoma are well served.

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Take-Home Squad Car Program

Courtesy: Police Fleet Magazine

By J. D. Schmechel

Research shows the costs and benefits of a take-home fleet outweigh those of a rotating fleet. After the initial cost of acquiring the additional cars to make a take-home fleet is absorbed, the operating costs of a take-home fleet are less. The



take-home fleet requires the purchase of fewer cars per year and the operating costs (including maintenance and accident repair) are less. In some departments, it has been suggested that perhaps the take-home program is too costly and should be changed or converted back to a rotating fleet. The East Peoria, IL, Police has had a take-home program in operation for two years. With the exception of eight 2000 Ford Crown Victoria Police Interceptors, which are currently financed, the entire fleet is paid for. Each sworn member of the department is assigned an individual squad car. The squad car is driven to and from work and to and from court only and is stored at the officer's residence while off duty. The officer must live within the city limits of East Peoria in order to keep the squad car at his residence. Officers are not required to take the squad car home but are encouraged to do so. Officers are not permitted to drive the squad car for personal purposes.

Currently the East Peoria Police has a fleet of 42 cars and 37 sworn officers. The extra cars are maintained as "pool cars." Pool cars are kept at the station and used by officers when their squad cars are not operational. The pool cars are also used by Auxiliary Police Officers for their duties. Two models of rotating fleets were used to compare against the take-home fleet. The comparisons are based on number of miles driven per vehicle under each program. The average miles driven per eight-hour shift per patrol officer is 64 miles. In order to determine how many vehicles must be purchased per year, a target replacement mileage figure must be determined.

The optimum time to replace a vehicle is when its total costs, averaged over the vehicle's lifetime, are at a minimum. This concept, referred to as the economic life expectancy of the vehicle, includes such costs as depreciation, operating expenses, maintenance and downtime.

In addition to using software to document life-cycle costs, the program can be used to anticipate the best timing for unit replacement. The best time to

replace a unit is usually near the point the cost per unit has bottomed out. According to Peter Klopchic, Vice President of vehicle re-marketing for CitiCapital Fleet in Carrollton, TX, improved reliability and durability of late model cars have greatly reduced the occurrence of major mechanical failures below 100,000 miles. Klopchic states, "Clearly, it is not financially prudent to operate extremely high-mileage vehicles because the maintenance costs eventually exceed the cost of a new vehicle."

To figure the ideal replacement mileage and time, I first figured the average number of miles driven per officer, per year. The results are 15,360 miles. Of the departments that I could find who had done the life-cycle analysis or survey, the target range seemed to be between 89,000 miles and 95,000 miles.

Klopchic demonstrates that the depreciation cost-per-mile will lower as the mileage rises. And as mileage rises, so do maintenance costs. When mapped on a graph, depreciation and maintenance costs level out between 80,000 and 100,000 miles. If the target mileage to replace a squad car is 90,000 miles, it would take, on average, 5.9 years to obtain that mileage using the average miles driven per year per officer in our department (15,360 miles). Using the 90,000 mile figure, of the 24 patrol cars, four cars would need to be replaced per year (24 cars divided by 5.9 years).

Rotating Fleet Models: Vehicle Replacement Criteria

I have figured two possible models for a rotating fleet. First, I examined a rotating fleet program where each vehicle is driven 24 hours a day, seven days a week. Many smaller departments operate a 24/7 rotating fleet due to limited resources and only one or two officers working at a time. The second rotating fleet model I examined is a much more relaxed model in which two officers share one car. This should allow me to examine a wide spectrum of possible rotating fleet programs in order to get a fair cost analysis.

With the 24/7 rotating fleet model, it would be necessary to have a minimum of nine patrol vehicles in the rotating fleet. This breaks down as follows: one sergeant's car and eight patrol cars. There is a minimum shift staff requirement of one sergeant and four officers per shift. This totals five cars.

At full shift strength, as many as seven officers and one sergeant can be working a shift at the same time. This totals eight cars, leaving one extra car to cover inevitable breakdowns and special duties. In this model, the mileage driven each year per vehicle is 64,512 miles. Using target mileage for replacement as 90,000 miles, it would be necessary to replace each vehicle every 1.4 years (90,000 miles divided by 64,512 miles driven per year). This results in two special use vehicles and at the minimum, six patrol vehicles to be replaced per year for a total of eight to 11 vehicles per year.

With the two officers per squad car model it would be necessary to have a minimum of 12 vehicles in the rotating fleet. This breaks down as follows: two sergeant's cars and 10 patrol cars (20 patrol positions). This model does not include extra cars to cover down time as it is assumed that if an extra car is needed, one will be driven during the off time. In this model, the mileage driven each year per vehicle is 43,008 miles. Using the target replacement mileage of 90,000 miles per vehicle, it would be necessary to replace each vehicle every two years (90,000 miles divided by 43,000 miles

Maintenance Costs

A 1992 study published in *LAW and ORDER* showed that annual maintenance costs for a rotating fleet per vehicle were \$2,305 as opposed to \$523 for a take-home fleet serving the same number of officers. The extensive research was done by the University of Puget Sound in Tacoma, WA. The Tacoma Sheriff's Department in 1999 showed maintenance costs for a rotating fleet to be \$16.42 per mile while take-home fleet vehicles cost only \$10.86 per mile.

Another possible benefit would be that these newer vehicles would get better use of the three-year or 36,000-mile manufacturer's warranty. There would also be a limited amount of time (under two years) for serious mechanical problems to surface, as they often do in higher mileage vehicles that are several years old. Overall, a newer car may cost more money, but it can save the agency money in reduced fuel and maintenance costs.

Using our department as an example, even when purchasing the Dodge Intrepid, the least expensive of the three most popular squad cars, the unit cost for a 2003 Intrepid is \$17,737.00. For 24 this totals \$425,688. With the lightbar, radio equipment, in-car video camera, radar unit, and laptop computer, this adds \$16,538 per unit. The grand total for our department to purchase 24 fully equipped squad cars would be \$822,600. Although research shows the savings of a take-home fleet will offset the costs eventually, this is a significant issue for departments considering a take-home fleet.

1. <http://www.elsevier.com/locate/jbiotec>

maintain a modern fleet with current technology. An agency's image can suffer if all it uses are older cars. How safe will citizens feel when they see a 10-year-old patrol car on the streets? They may applaud the agency's fiscal responsibility, but they also may ask why the cars are not safer and more up-to-date, i.e., ABS, side air bags, traction control, stability control, etc.

Benefits: Take Home Fleet

During this research I located numerous articles and police department policies that identify benefits to the take-home fleet over the rotating fleet. These noted benefits fall into many categories. From the IACPnet Web site, departments across the country cite many benefits, such as the increased life of the cars, greater accountability and responsibility for the cars, an improved condition of the fleet, fewer accidents, increased visibility and lower turnover rate.

Will increased visibility due to more police cars in the community have any effects? Many police departments with take-home fleets base their policies on this assumption. Most policies I found were less restrictive and allow officers limited personal use of the squad car off duty. Such policies allow the average number of officers on the road at any given time to rise above the patrol numbers, and thus increasing visibility and officer responses to criminal activity.

Residents like it because there's a police presence in the neighborhood. Neighbors tell officers they are glad to have the patrol car in the area. But will the take-home program have an effect on crime rates due to the increased visibility? A study in Tacoma, WA, showed a direct correlation. Since every agency with a take-home policy requires officers to handle any situations they see while in the police vehicles, the officers often handle an accident, drunk driver or other problem encountered while going on or off-duty.

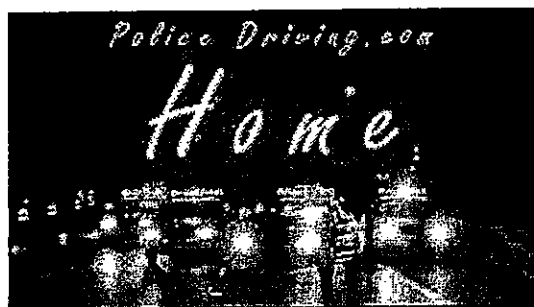
And finally, by adding to the number of patrol cars in a department's fleet and assigning these cars to all patrol officers who keep the cars at home, this dramatically increased the department's ability to rapidly deploy officers in an emergency state. During civil disturbances or natural disasters a department only has to call its officers and they are almost immediately en route, in uniform, equipped and in their vehicle.

This research has clearly demonstrated costs and benefits to both a take-home fleet and a rotating fleet. This research clearly demonstrates that take-home fleet benefits far exceed the benefits of a rotating fleet. The same is true for the costs; absent the initial startup costs of a take-home fleet, the take-home fleet will obviously cost less to maintain than a rotating fleet. Even when considering the cost of starting a take-home fleet, the savings associated with the take-home fleet will eventually offset these costs. The most difficult factor in considering a take-home fleet is the initial cost, i.e., the initial transition from a rotating fleet to a take-home fleet. After this initial cost, this research showed that the savings in maintenance cost, vehicle acquisition cost, and accident repair cost for a rotating fleet far outweigh the costs associated with a take-home fleet.

Benefits of a take-home fleet over a rotating fleet were just as dramatic. Crime rate reduction, deterrence of criminal activity, increased property taxes through higher property values, increased community feeling of security, increased officer presence in the community, arrests, increased

officer morale, increased accountability, increased quality of care, number of available officers on duty at any given time, and increased rapid deployment capabilities are among the benefits of a take-home fleet over a rotating fleet.

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Oklahoma City Police Department Crash Information

- C. No alcoholic beverages or low-point beer will be transported in a police vehicle unless it is in conjunction with official police business.

205.75 ADDITIONAL RESTRICTIONS

In addition to the previously mentioned restrictions on the use of the take-home vehicle, the following also apply:

- A. No member of an officer's/sergeant's family, nor any other civilian personnel, will operate the police vehicle.
- B. Vehicles will be legally parked at all times and the officer/sergeant will obey all traffic and parking ordinances, unless responding to an official emergency police call.
- C. All officers will strictly adhere to the rules, regulations, policies and procedures as set forth in the Oklahoma City Police Department Operations Manual.
- D. Personal use of the vehicle is strictly prohibited and will result in removal from the program.

205.80 KEY CONTROL (Revised 4th Edit., 2000)

In keeping with the assigned officer/sergeant responsibility for the sole care and maintenance of the take-home vehicle, Fleet Management will maintain a master key with a tag bearing the assigned officer's/sergeant's name. No duplicate keys may be provided and no locks will be changed, unless authorized in writing by the Fleet Management Commander.

205.90 ANSWERING CALLS WHILE OFF-DUTY (Revised 4th Edit., 2000)

Whether assigned or self-initiated, officers/sergeants are expected to provide assistance to any and all persons in need, including stranded motorists and citizens involved in accidents. Vehicle police radios will be turned on at all times when the vehicle is in operation. Officers will monitor the appropriate radio channel for the area in which they are traveling. Officers will adhere to the following rules regarding dispatched calls:

Priority Calls - Officers/sergeants are required to respond to any life-threatening police call in their immediate vicinity while operating in the police vehicle in an off-duty capacity. Once at the scene, the officer/sergeant will remain at the location of the call until properly relieved by an on-duty officer or until the problem is concluded. An immediate report may be required and submitted, if necessary.

Routine Calls - Officers/sergeants may voluntarily respond to routine calls while operating the vehicle in an off-duty capacity.

Traffic Violations - Officers/sergeants may stop and cite motorists for traffic violations. Officers/sergeants should keep in mind that the general public expects an officer in a marked police vehicle to take enforcement action when a flagrant and hazardous violation is committed in the officer's presence.

Oklahoma City Police Department Crash Information

770.20 TAKE-HOME VEHICLES FOR ON-CALL POLICE EMPLOYEES

Realizing that various police functions require certain Police Department employees to be called into service from off-duty status, the Oklahoma City Police Department assigns take-home vehicles to those employees who are subject to call-out. The decision as to which employees are assigned a take-home vehicle is made solely by the Chief of Police.

OCPD GENERAL PROCEDURE:

205.0 TAKE-HOME VEHICLE PROGRAM (Revised 4th Edit., 2000)

For the purpose of these procedures, a Take-Home Vehicle is a marked unit assigned to an officer/sergeant within the Operations Bureau. However, the Chief or designee may assign other marked units within the Operations Bureau as Home Storage vehicles.

Officers/sergeants selected for the Take-Home Vehicle Program will be issued a marked unit for commuting to and from their on-duty law enforcement assignment. Off-duty use is restricted to official police business (i.e. court appearances, training sessions, neighborhood group meetings, vehicle maintenance, etc.) and driving to and from an extra-duty employment requiring the performance of law enforcement duties. As the sole operator of this vehicle, the assigned officer/sergeant will be responsible for its care and use in accordance with current Department/Bureau procedures. Officers/sergeants selected will be provided with the appropriate rules, regulations and guidelines, which will be considered applicable and in effect at all times during the officer's/sergeant's participation in the program.

205.10 ELIGIBILITY FOR THE PROGRAM (Revised 4th Edit., 2000)

Those officers/sergeants assigned to the Operations Bureau who:

- A. Perform law enforcement duties to the minimal performance standards for the preceding six (6) months,
- B. Have satisfactorily completed the required Field Training Officer Program and the recruit probationary period, and
- C. Permanently reside within the prescribed boundaries of the City limits of Oklahoma City

will be considered eligible for this program. Officer/sergeant selection will be at the discretion of the Chief of Police or designee and may be dependent on vehicle availability and/or vehicle distribution needs.

205.11 REVOCATION FROM TAKE-HOME VEHICLE PROGRAM (Revised 4th Edit., 2000)

An officer's/sergeant's participation in the Take-Home Vehicle Program requires adherence to all program procedures, as well as the departmental rules and regulations. The officer's/sergeant's supervisor will employ progressive discipline for minor infractions, as they occur. All infractions must be documented. The Chief of Police may revoke or suspend an officer's participation in the program.

The following are examples of actions that may result in suspension from the program, in addition to disciplinary action:

