



January 4, 2012

TO: Public Works Committee & Transportation and Safety Committee

THROUGH: David A. Hulseberg, Village Manager

FROM: Carl Goldsmith, Director of Public Works
Raymond Byrne, Police Chief

SUBJECT: **Fleet Replacement Policy**

BACKGROUND

At the request of Trustee Wilson, the staff has prepared the following memorandum identifying the manner in which the Village replaces Village vehicles and equipment. This report was predicated on an agenda item that was presented to the Village Board for consideration at the December 27, 2011 meeting. The agenda item was for the purchase of two police patrol vehicles that were included in the FY 2012 budget and were due to be replaced in accordance with the Village's replacement practice. The report provides details on the replacement process, including the factors used to establish life cycles and replacement criteria, as well as specific information on the procurement of police vehicles. This report will discuss general replacement practice used by the Village and will provide information on the composition of the Lombard Police Department fleet.

Village Replacement Program

Fleet management, the procurement process, replacement scheduling and maintenance are handled by the Fleet Services Division of Public Works for all Village rolling stock. The division is responsible for developing specifications (in conjunction with the various operating departments) for all equipment purchased, maintaining the equipment/vehicle and tracking the depreciation and life cycle costs of each vehicle within the fleet. Fleet Services manages approximately 172 vehicles and equipment. The initial capital investment in these units is \$9,700,000.

Each vehicle type has an established equipment replacement guideline that takes into account the use or function of each vehicle. The guideline used provides for the length of service and the mileage or hours of service determined to be the useful life to the Village. The useful life is a factor of the cost of the vehicle, maintenance costs, salvage/trade value and replacement cost. Over the past two years, the Village has reduced the overall fleet by 11 vehicles, with an additional patrol vehicle to be removed in FY 2012b. The Village continues to address the needs of each department and determine where fleet reductions and/or right-sizing can be done.

As a result of trustee comments and best management practices, the Village altered the replacement guidelines to ensure that patrol vehicles meet the 80,000 mile mark prior to replacement. Prior to 2009, the Village used years of service as the predominant factor for vehicle replacement. The Village now uses the mileage as the crucial factor for the replacement. As a result, the Village has been able to reduce the patrol fleet by one squad and has made certain, that vehicles are meeting the mileage threshold prior to replacement. Staff will continue to monitor the issue to determine if additional reductions in the patrol fleet can be made.

Equipment Replacement Guidelines

Equipment Type	Years	Mileage	Hours
Ambulance	8	80,000	7,000
Fire Apparatus	16	80,000	7,000
Heavy Truck (over 19,500 GVW)	12	80,000	7,000
Heavy Truck (salt trucks)	10	80,000	7,000
Medium Truck (10,000 to 19,500 GVW)	10	80,000	7,000
4x4 Pickup (8,500 GVW to 10,000 GVW)	6	80,000	5,000
Light Vehicle (less than 8,500 GVW)	8	80,000	5,000
Heavy Equipment (over 10,000 lbs)	10	n/a	5,000
Light Equipment (under 10,000 lbs)	10	n/a	5,000
Police Cars	4	80,000	8,000

The Fleet Services Budget (8301) is approved as part of the Village Board’s review and approval of the entire budget, including the Depreciation Schedule, which programs vehicle replacement by year. A copy of the Depreciation Schedule is attached as Exhibit “A”. As with all funds or cost centers in the Village’s budget, the budget is reviewed by the Department Head, reviewed by the Village Manager and Finance Department, presented to the Finance Committee for review and ultimately presented to the Village Board for approval.

In addition to this process, the Fleet Services Division also presents an annual Vehicle Review Report to the Village Manager and Finance Department that identifies specific recommendations on vehicles due for replacement. A copy of a sheet from the Vehicle Review report is attached as Exhibit “B”. The fleet replacement process is a coordinated effort between Fleet Services, the Finance Department, user departments and the Village Manager. The primary responsibilities of the departments are:

User Departments - The user departments participate in specification writing and decisions related to their fleet. User department heads, or their designee, sign off on final specification documents and changes to their fleet. User departments are expected to inform the Fleet Division as to what vehicles or equipment they need to run their department most efficiently.

Finance Department - The Finance Department manages the vehicle reserve fund and accounting records for the initial purchase costs and salvage values. The Finance Department is responsible for updating the vehicle depreciation schedule annually so as to correct for inflation with input from the Fleet Division. The department maintains the fixed asset registers used to record the details of the equipment purchase history.

Fleet Services - Fleet Services prepares an annual review based on the above guidelines and suggestions from user departments. During the annual review process Fleet Service will assess each vehicle's condition and recommend replacing or retaining that vehicle. This review is then submitted to the Finance Department and Village Manager for approval. Fleet Services also prepares the vehicle and equipment specifications with help from the user departments and prepares the bid packets for buying the replacement vehicles and equipment. After the new vehicles have been received, disposes of the replaced units by trade, auction or sale depending on which will bring the highest return.

Village Manager - The Village Manager has the final approval for any changes to the fleet. All information and recommendations are presented to the Manager during the annual vehicle review meeting. The Manager can choose to approve vehicle replacements or fleet changes at that time or defer any decisions until further information is provided.

Each vehicle is reviewed on its own merit based upon a number of factors that contribute to a fiscally responsible and sound replacement program. The Village uses the following factors in considering the replacement of vehicles and equipment;

- Maintenance costs – some indicators that it may be time for replacement are when life maintenance costs equal original purchase price or when annual maintenance costs are close to exceeding the value of the vehicle.
- Excessive downtime – if a vehicle becomes unreliable and is in the shop too much overall efficiency suffers.
- Vehicle appearance – if a vehicle is badly rusted or generally has a poor appearance it can reflect badly on the Village's image.
- Employee morale – employees tend to be more efficient and take better care of their vehicles and equipment when they are in good condition.
- Financial savings - downsizing of vehicle type or replacement with a new vehicle model that is more efficient can sometimes reduce life cycle costs.
- High salvage value – some vehicles have high salvage values and are able to be turned around more quickly which reduces overall life cycle costs.
- Fleet right sizing – sale of under-utilized vehicles can reduce cost.
- Mileage vs. Hours usage – many of the Village's vehicles have relatively low mileage but high hours of use. A common industry conversion for hours to mileage equivalency would be 200 hours equals 5,000 miles of use (or hours x 25).

It is important to note that during a vehicle's life the capital costs diminish and at some point the maintenance costs rise. This produces a U-shaped total life cycle cost curve with a flat bottom. There is not one given point in a vehicles life that dictates its replacement but rather a window of a few years. This window is the time you want to evaluate the vehicle for replacement. If done properly a fleet can defer new vehicle purchases during down economic times for a period of time with not much consequence. However continuously deferring fleet replacement purchases increases future replacement spending needs and overall costs.

This evaluation process is used for each piece of rolling stock purchased by the Village. Once the determination to replace a vehicle is made, the staff determines the most cost effective manner to procure the vehicle. Chapter 3 of the Village's Purchasing Policy provides guidance on the manner in which all purchases are made, including vehicles. Relevant sections can be found below.

“CHAPTER 3 - COMPETITIVE QUOTES & EXCEPTIONS TO THE POLICY

A. General Policy for Soliciting Quotes

Employees are responsible for obtaining quotes for purchases in the instances outlined below. When submitting a purchase requisition prior to purchase using the HTE software, quotes shall be added to the requisition. The limits shall include all costs involved with a purchase, including shipping, installation, etc. Requisitions submitted without the required quotes or a satisfactory explanation of why quotes were not obtained (e.g. sole source, emergency, standardized vendor, etc.) will be returned to the originator without approval.

Up to \$2,500 *One verbal quote is required; however, employees are encouraged to seek additional quotes when possible.*

\$2,501 - \$5,000 *Three verbal quotes must be obtained. The quotes must be listed in the HTE purchase requisition. Physical records regarding the dates, contacts and quotes received shall be retained in the department's files for auditing purposes.*

\$5,001 - \$19,999 *Three written quotes. The quotes must be listed in the HTE purchase requisition. Hard copies shall be obtained and retained in the department's files for auditing purposes.*

\$20,000 & Above *Must be competitively bid in accordance with State law and Village ordinances. Village Board approval is required for all contracts above \$20,000.*

Items purchased more than once during a fiscal year (e.g. forms, copier supplies, etc.) do not need quotes every time a purchase is made. However, competitive quotes for these items shall be sought at least once each year to ensure that vendors are competitive.

B. Joint Purchasing

State of Illinois

Village employees are authorized to obtain goods and services using the State of Illinois Joint Purchasing program. When available through the State program, it is not necessary for Village employees to obtain quotes or to competitively bid the goods or services which are sought. Employees shall be responsible, however, for ensuring that the goods or services are of a quality sufficient to meet the Village's needs and that pricing is competitive.

When making purchases using the State's assigned vendor, employees shall submit a purchase requisition to the vendor directly and shall include the State of Illinois contract number and the Village's assigned Joint Purchasing member I.D. number (L3250) on the purchase order. This information should be included on the purchase order by using the extended description option when entering the purchase requisition (see the HTE section of this manual for additional information).

Other Units of Government

Employees are permitted to purchase items jointly with other units of government when the price of the goods or services sought is competitive and the quality meets the Village's standards. Prior to initiating the transaction, employees shall seek the approval of the Assistant Finance Director. Questions regarding joint purchasing opportunities should be directed to the Assistant Finance Director.

C. Sole Source Purchases

Contracts for parts, supplies, equipment or services that are available only from a single source are referred to as sole source purchases. Sole source procurements may arise from the following circumstances:

- 1. Equipment for which there is no comparable competitive product or is available only from one supplier*
- 2. Public utility services from natural or regulated monopolies*
- 3. A component or replacement part for which there is no commercially available substitute and which can be obtained only from the manufacturer*
- 4. An item where compatibility is the overriding consideration, such as computer software*
- 5. A used item, for example, a television transmitter tower, that becomes immediately available and is subject to prior sale*

These items shall not be subject to requirements for seeking competitive quotes or bids. However, purchases in excess of \$20,000 shall be presented to the Village Board prior to acquisition with a request to waive bids, approve the purchase and enter into a formal contract."

Due to the commonality of municipal fleets, the Village has historically purchased vehicles under joint purchasing agreements through Illinois Central Management Services (CMS) or the Suburban Purchasing Consortium (SPC) managed by the Northwest Municipal Conference.

Lombard Police Department Fleet

As stated in the beginning of the report, one of the issues that arose from the December 27, 2011 request to purchase two (2) replacement patrol vehicles was the number of vehicles in the Police Department fleet. Two primary issues were identified; the total number of vehicles maintained by the Police Department and the replacement cycle (4 years/80,000miles) used for patrol vehicles.

While there is no industry standard on the number of officer per vehicle, the Village conducted a study of the surrounding communities to determine the number of officers assigned to a vehicle. This baseline data allows the Village to measure the composition of the vehicle fleet. The data is based upon sworn personnel as a function of marked vehicles. As the request for

review and analysis seems to be focused on the marked vehicles, the data concludes that the average sworn personnel per marked vehicle is 2.30 officers per vehicle based upon the surveyed communities. The Village of Lombard has the highest number of sworn personnel per marked squad car of the surveyed communities. A table containing the data can be found below.

Police Fleet Analysis

POLICE DEPARTMENT	# OF PATROL PERSONNEL	# OF PATROL VEHICLES	RATIO OF OFFICERS TO PATROL VEHICLES
Lombard **	48	18	2.67
Elmhurst	50	19	2.63
Downers Grove	51	21	2.43
Bartlett	32	19	1.68
Wheaton	52	23	2.26
Carol Stream	38	18	2.11
<i>AVERAGE</i>	<i>45.17</i>	<i>19.67</i>	<i>2.3</i>

*** Includes a patrol vehicle assigned to the K-9 Unit and exclusively driven by one officer. Excluding that vehicle would represent 47 patrol personnel assigned to 17 vehicles with a resulting ratio of 2.76.*

The second component of the analysis of the Police Department Fleet sought to determine the impact of deviating from the guidelines that have been used in the past of 4 years/80,000 miles. Staff had reviewed this issue in 2010 and developed the following information relative to the life cycle costs. Specifically, staff has been tasked with determining the impact of extending the useful life of a patrol vehicle. Staff has looked at the impact that this would have on one of the eighteen (18) marked patrol vehicles, taking into account cost of replacement vehicle, maintenance costs and resale value at time of sale. The eighteen reflects the total marked vehicles anticipated in FY 2012b with the proposed reduction. One factor that has not been included is the reliability and dependability of the vehicles as the life cycle was to be extended. Case studies are rare on this topic, as most public agencies follow similar replacement protocols as Lombard. Staff was able to find a 2008 article on the Illinois State Police (ISP) fleet. The article (attached as Exhibit "C") concluded that based upon the age and mileage (180,000) of the fleet, 43% of the fleet (193 vehicles) were unsafe and that 47 vehicles had to be pulled from the road due to safety concerns.

The staff analysis prepared in 2010 that evaluated the current replacement schedules for police vehicles versus extending the vehicles out by an additional 1, 2 and 3 years. The analysis used the following costs to determine the impact:

- Purchase Price - \$21,800
- Annual Depreciation - \$4,325
- Annual Maintenance (including fuel costs) - \$3,722
- Resale Value (after 48 months) - \$4,500
- Annual Operating Costs - \$8,047
- Four Year Life Cycle Costs - \$32,186

The marked police vehicles are denoted in the blue highlighted cells. The analysis determined that the extension of the life cycle by one year causes the maintenance cost to exceed the value of the vehicle. This trend steepens as the life is extended further. It is at the 4.5 year mark where the maintenance exceeds the value.

Qty	Use	Veh Type	Life Years	Annual Mileage	Mileage at Disposal	Cost of Vehicle	Annual Depreciation	Annual Maintenance	Approximate Resale Value	Annual Cost	Life Cycle Cost
1	E.T.	SUV	6	20,000	120,000	\$24,200	\$3,533	\$3,722	\$3,000	\$7,255	\$43,530.43
3	SUPERVISOR	SUV	8	10,000	80,000	\$24,200	\$2,650	\$3,722	\$3,000	\$6,372	\$50,973.91
3	TRAFFIC	CAR	8	10,000	80,000	\$21,800	\$2,475	\$3,722	\$2,000	\$6,197	\$49,573.91
1	K-9	SUV	8	10,000	80,000	\$24,200	\$2,775	\$3,722	\$2,000	\$6,497	\$51,973.91
1	SLICK-TOP	CAR	8	10,000	80,000	\$21,800	\$2,475	\$3,722	\$2,000	\$6,197	\$49,573.91
14	LINE	CAR	4	20,000	80,000	\$21,800	\$4,325	\$3,722	\$4,500	\$8,047	\$22,138.98
total cars											
23 Keeping cars 1 additional year											
Vehicle price increase	3%	7	20,000	140,000	\$24,926	\$3,227	\$4,280	\$2,340	\$7,507	\$48,066.00	
Maintenance increase	15%	9	10,000	90,000	\$24,926	\$2,510	\$4,280	\$2,340	\$6,790	\$48,066.00	
Resale value decrease	22%	9	10,000	90,000	\$22,454	\$2,322	\$4,280	\$1,560	\$6,602	\$44,974.00	
		9	10,000	90,000	\$24,926	\$2,596	\$4,280	\$1,560	\$6,876	\$49,846.00	
		9	10,000	90,000	\$22,454	\$2,322	\$4,280	\$1,560	\$6,602	\$44,974.00	
		5	20,000	100,000	\$22,454	\$3,735	\$4,280	\$3,510	\$8,039	\$46,524.00	
Keeping cars 2 additional years											
Vehicle price increase	3%	8	20,000	160,000	\$25,674	\$2,981	\$4,922	\$1,825	\$7,903	\$54,892.58	
Maintenance increase	15%	10	10,000	100,000	\$25,674	\$2,385	\$4,922	\$1,825	\$7,307	\$54,892.58	
Resale value decrease	22%	10	10,000	100,000	\$23,128	\$2,191	\$4,922	\$1,217	\$7,113	\$51,554.82	
		10	10,000	100,000	\$25,674	\$2,446	\$4,922	\$1,217	\$7,368	\$56,500.98	
		10	10,000	100,000	\$23,128	\$2,191	\$4,922	\$1,217	\$7,113	\$51,554.82	
		6	20,000	120,000	\$23,128	\$3,336	\$4,922	\$2,738	\$8,329	\$47,533.82	
Keeping cars 3 additional years											
Vehicle price increase	3%	9	20,000	180,000	\$26,444	\$2,780	\$5,660	\$1,424	\$8,440	\$58,681.46	
Maintenance increase	15%	11	10,000	110,000	\$26,444	\$2,275	\$5,660	\$1,424	\$7,935	\$60,197.85	
Resale value decrease	22%	11	10,000	110,000	\$23,821	\$2,079	\$5,660	\$949	\$7,740	\$56,487.68	
		11	10,000	110,000	\$26,444	\$2,318	\$5,660	\$949	\$7,978	\$61,017.53	
		11	10,000	110,000	\$23,821	\$2,079	\$5,660	\$949	\$7,740	\$56,487.68	
		7	20,000	140,000	\$23,821	\$3,098	\$5,660	\$2,138	\$8,733	\$51,938.84	

An additional concern that was raised is whether the Village was realizing the increased resale value on the vehicles given the current life cycle. The table below provides information relative to the disposal of the 13 most recent patrol cars. All vehicles are Ford Crown Vics. This is helpful in understanding the impact on holding a vehicle for a longer period of time.

Model Year	In-Service Date	Date of Full Depreciation	Replacement Date	Miles at Disposal	Salvage Value	Life to Date Repair Costs
2006	09/16/05	06/01/08	02/11/09	76,809	\$4,430.00	\$12,374.97
2006	09/16/05	06/01/08	02/11/09	66,320	\$4,330.00	\$10,374.56
2006	09/16/05	06/01/08	02/11/09	80,300	\$3,225.00	\$15,611.92
2006	09/16/05	06/01/08	02/11/09	64,342	\$3,930.00	\$16,290.39
2006	09/16/05	06/01/08	02/11/09	81,223	\$4,430.00	\$18,115.81
2006	09/16/05	06/01/08	02/11/09	67,784	\$4,035.00	\$15,462.51
2007	12/21/06	06/01/09	03/31/10	64,068	\$5,130.00	\$10,562.24
2007	12/21/06	06/01/09	03/31/10	56,673	\$5,230.00	\$12,343.92
2007	12/21/06	06/01/09	04/07/10	64,816	\$5,130.00	\$15,112.09
2007	12/21/06	06/01/10	03/31/10	57,956	\$4,930.00	\$10,149.82
2007	12/21/06	06/01/10	09/22/10	71,901	\$2,930.00	\$15,838.05
2007	12/21/06	06/01/10	12/13/11	80,190	\$1,100.00	\$16,603.67
2008	09/07/07	06/01/10	08/03/11	79,902	\$4,835.00	\$13,274.76

As evident from the recent sales, the Village yields a higher return on the sale of the patrol cars when the mileage is below 80,000. The salvage value is also greatly impacted on the condition of the squad car. Vehicles are subject to wear and tear based upon use and as a result, the condition and time of sale may affect the salvage value.

Staff will be present at the January 10, 2012 meeting to discuss the report.

Recommendation

Staff recommends that a formal Administrative Policy be developed based upon the replacement criteria outlined in this report.

Exhibit "A"
Fleet Services Vehicle Depreciation Schedule

Fleet Services Vehicle Depreciation Schedule FY 2012B

EQUIPMENT RESERVE LISTING		FLEET SERVICES DIVISION		BALANCE SHEET												COMMENTS
UNIT#	FYB - MOD#	DESCRIPTION	TYPE	REPL	RHP#	SAV#G	NET#	MONTHLY RESERVE	YEARLY RESERVE	2012B ACCUM	PLUS TRANSFER	DESS	2012B RESERVE	2012B ACCUM	FYB 2012B	
PURC - YEAR	YEAR		YRS - YEAR	YEAR	COST	VALUE	COST	RESERVE	RESERVE	RESERVE	RESERVE	RESERVE	RESERVE	RESERVE	RESERVE	
2355 Fire, Fire Prevention																
FP015	2006	2007	10	2016	17,000	0	17,000	17	204	15,996	0	204	16,200	16,200	16,200	Back Line
FP017	2008	2008	9	2017	17,000	0	17,000	131	1,572	7,548	0	1,568	9,116	9,116	9,116	Front line
HE084	2000	2001	14	2014	20,000	0	20,000	417	5,004	5,004	0	5,004	10,008	10,008	10,008	used reserve for 81
FP403	2008	2008	9	2017	17,000	0	17,000	120	1,440	8,388	0	1,436	9,824	9,824	9,824	Ford F-250 4x4
FE905	2006	1999	0	2016	0	0	0	0	0	0	0	0	0	0	0	Purchased by Donations.
FE910	1998	1999	0	2016	26,900	0	26,900	0	0	0	0	0	0	0	0	Purchased by Donations.
Subtotal					97,900	0	97,900	685	8,220	36,936	0	8,212	45,148	45,148	45,148	
2390 Fire, Emergency Medical Service																
FM061	2005	2006	9	2014	160,000	9,000	151,000	1,334	16,004	102,988	0	16,004	118,992	118,992	118,992	
FM062	2009	2009	9	2018	160,000	10,000	150,000	1,301	15,612	40,716	0	15,612	56,328	56,328	56,328	
FM063	2010	2011	9	2019	160,000	10,000	150,000	1,379	16,548	17,628	0	16,548	34,176	34,176	34,176	F450 Ambulance
FM064	2004	2005	8	2012	150,000	9,000	141,000	5,875	70,500	70,500	141,000	70,500	0	0	0	
FM065	2008	2008	8	2016	160,000	10,000	150,000	1,203	14,436	77,808	0	14,436	92,244	92,244	92,244	
FM901	2007	2006	0	2016	10,000	0	10,000	0	0	0	0	0	0	0	0	Rambalance - Donation
Subtotal					800,000	48,000	752,000	11,092	133,100	309,640	0	141,000	133,100	301,740	301,740	
Total					5,218,900	398,000	4,820,900	29,485	333,796	1,923,011	0	164,580	350,424	1,578,855	1,578,855	
2510 Community Development, Administration																
PI092	2007	2008	9	2016	18,000	0	18,000	107	1,284	11,604	0	1,284	12,888	12,888	12,888	
Subtotal					18,000	0	18,000	107	1,284	11,604	0	1,284	12,888	12,888	12,888	
2550 Community Development, Env Code Enfor																
CE204	2004	2004	10	2014	19,000	0	19,000	70	840	16,488	0	840	17,328	17,328	17,328	Retain
CE401	2002	2002	13	2015	17,000	0	17,000	266	3,192	4,248	0	3,192	7,440	7,440	7,440	Began reserve in FY12/SD
Subtotal					36,000	0	36,000	336	4,032	20,736	0	4,032	24,768	24,768	24,768	

Fleet Services Vehicle Depreciation Schedule FY 2012B

EQUIPMENT RESERVE LISTING		DATE		FYE 2012B		BALANCE/FY		PLUS TRANSFER		PLUS FYE 2012B		BALANCE/FYE		FYE 2012B COMMENTS	
UNIT#	TYPE - MODBL	DISPOSITION	DATE - RECD	REBL COST	SALVAGE VALUE	NET COST	MONTH RESERVE	YEARLY RESERVE	FYE 12A RESERVE	FYE 2012B RESERVE	2012B RESERVE	ACQUM	ACQUM		
FLEET SERVICES DIVISION															
EQUIPMENT RESERVE LISTING															
2555	CD, Building Services														
BD008	2004	2005	Ford Taurus Wagon	10	2014	17,000	0	17,000	0	0	21,500	0	21,500	Retain	
BD009	2004	2005	Ford Taurus Wagon	10	2014	17,000	0	17,000	0	0	21,500	0	21,500	Retain	
BD014	2006	2006	Ford Escape	9	2015	20,000	0	20,000	23	276	18,912	276	19,188		
BD083	2006	2006	Ford Ranger	6	2012	18,500	0	18,500	240	2,880	15,624	2,880	18,504	Prins	
Subtotal						72,500	0	72,500	263	3,156	77,536	0	18,504	3,156	62,188
2560	Community Development, Private Engineering Services														
PS093	2007	2007	Ford Ranger	9	2016	17,000	0	17,000	93	1,116	11,412	0	1,116	12,528	
Subtotal						17,000	0	17,000	93	1,116	11,412	0	1,116	12,528	
Community Development - Total						143,500	0	143,500	799	9,288	121,288	0	18,504	9,588	142,372
2710	Public Works, Administration														
UT408	2011	2012	Ford Ranger	11	2022	20,000	0	20,000	152	1,824	0	0	1,824	1,824	
Subtotal						20,000	0	20,000	152	1,824	0	0	1,824	1,824	
2715	Public Works, Street Maintenance & Reconstruction														
ST318	2010	20011	Ford F-350	7	2017	30,000	6,000	24,000	278	3,336	3,996	3,336	7,332		
ST319	2010	2011	F-350	7	2017	30,000	6,000	24,000	278	3,336	3,996	3,336	7,332		
ST320	2010	2011	Ford F350	7	2017	32,000	6,000	26,000	301	3,612	4,332	3,612	7,944		
ST322	2007	2008	Ford F250	7	2014	32,000	6,000	26,000	269	3,228	16,332	3,228	19,560		
ST325	2009	2010	International 7400 DT	11	2020	170,000	10,000	160,000	1,156	13,872	35,160	13,872	49,032		
ST328	2007	2007	Sterling T/A DT W/PS	10	2017	170,000	10,000	160,000	920	11,040	93,780	11,040	104,820		
ST329	2011	2012	Sterling T/A DT W/PS	11	2022	170,000	10,000	160,000	1,212	14,544	0	0	14,544		
ST330	2001	2002	Sterling S/A DT W/PS	11	2012	165,000	10,000	155,000	750	9,000	146,004	9,000	155,004	Replace with S/A dump truck	
ST334	2012	2012	Ford F550 Dump W/Plow	10	2022	56,000	22,500	33,500	254	3,048	0	0	3,048		
ST339	2009	2010	International 7400 DT	11	2020	170,000	10,000	160,000	1,160	13,920	55,416	13,920	48,672		
ST340	2008	2009	Sterling T/A DT W/PS	11	2019	170,000	10,000	160,000	1,089	13,068	68,484	13,068	88,484		
ST341	2010	2011	International 7400 DT	11	2021	170,000	10,000	160,000	1,184	14,208	17,904	14,208	32,112		
ST342	2002	2003	Sterling S/A DT W/PS	11	2013	168,000	10,000	158,000	1,038	12,456	133,080	12,456	145,536		
ST343	2008	2008	Sterling S/A DT W/PS	10	2018	170,000	10,000	160,000	974	11,688	78,176	11,688	89,860		
ST344	2006	2006	Sterling T/A DT W/PS	10	2016	170,000	10,000	160,000	792	9,504	112,488	9,504	121,992		
ST363	2003	2003	John Deere 444 Loader	12	2015	160,000	0	160,000	1,652	19,824	80,700	19,824	100,524	Replace w/ new roller and trailer	
ST370	2003	2004	Dynapac roller	9	2012	68,000	21,000	47,000	105	1,260	45,744	1,260	0	Remove	
ST371	1998	1999	Ingersol Rand Roller	14	2012	50,000	0	50,000	0	0	0	0	0		
ST375	2005	2006	Bobcat Skid Steer	10	2015	50,000	10,000	40,000	333	4,000	24,000	4,000	28,000		
ST377	2003	2003	Elgin Pelican	11	2014	170,000	0	170,000	764	9,168	142,492	9,168	151,656	Retain	
ST378	2007	2007	Elgin Pelican	10	2017	170,000	0	170,000	1,162	13,944	86,340	13,944	100,284		
ST390	2007	2006	Unimog W/Plw, Blwr & Crn	21	2028	200,000	0	200,000	715	8,580	54,120	8,580	62,700		

Fleet Services Vehicle Depreciation Schedule FY 2012B

EQUIPMENT RESERVE LISTING		LIBR. REPT. YRS. YEAR		RPT. COST		SAVING VALUE		NET COST		MONTH. RESERV.		YEARLY RESERV.		BALANCE FYE 2012A ACCUM.		Plus Transfer FYE 2012A RESERVE		JESS FYE 2012B PURCH.		Plus FYE 2012B RESERVE		BALANCE FYE 2012B ACCUM.		FYE 2012B COMMENTS	
EN407	2006	2007	Ford Taurus	10	2016	20,000	0	20,000	191	2,292	8,536	0	0	13,509	83,210	0	0	228,000	274,681	1,717,590	1,945,045	13,136	18,978	Transit	
EN506	2006	2006	Ford Expedition	11	2017	27,000	0	27,000	134	1,613	17,365	0	0	13,509	83,210	0	0	228,000	274,681	1,717,590	1,945,045	13,136	18,978	Transit	
Subtotal						118,000	0	118,000	933	11,201	69,701	0	0	13,509	83,210	0	0	228,000	274,681	1,717,590	1,945,045	13,136	18,978		
Public Works						3,664,500	223,500	3,441,000	22,697	2,237	11,708,713	0	0	13,509	83,210	0	0	228,000	274,681	1,717,590	1,945,045	13,136	18,978		
GENERAL FUND-TOTAL						10,191,200	664,500	9,526,700	65,760	7,891	3,674,926	0	0	13,509	83,210	0	0	228,000	274,681	1,717,590	1,945,045	13,136	18,978		
FLEET SERVICES FUND																									
8301	Fleet Services																								
FS405	2009	2010	Toyota Prius	9	2018	24,000	0	24,000	201	2,412	7,140	0	0	5,247	30,366	0	0	0	0	5,247	10,366	2,956	9,348		
FS507	2006	2007	Ford F-350 Utility	11	2017	35,000	0	35,000	236	2,835	17,979	0	0	5,247	30,366	0	0	0	0	5,247	10,366	1,896	6,740		
Subtotal						59,000	0	59,000	437	5,247	25,119	0	0	5,247	30,366	0	0	0	0	5,247	10,366	2,956	9,348		
FLEET SERVICES FUND-TOTAL						59,000	0	59,000	437	5,247	25,119	0	0	5,247	30,366	0	0	0	0	5,247	10,366	2,956	9,348		
WATER & SEWER FUND																									
7720	Water and Sewer, Water Pumping & Treatment																								
WP421	2008	2008	Ford F350	11	2019	30,000	0	30,000	246	2,952	6,392	0	0	13,764	48,684	0	0	0	0	13,764	13,768	2,956	9,348		
WP422	2008	2008	Ford Ranger	11	2019	20,000	0	20,000	158	1,896	4,844	0	0	1,740	6,740	0	0	0	0	1,740	1,740	1,896	6,740		
WP424	2002	2003	Ford Ranger	11	2013	24,000	0	24,000	639	7,668	8,668	0	0	7,668	16,336	0	0	0	0	7,668	7,668	7,668	16,336		
WP500	2007	2007	Chevy Impala	8	2015	20,000	0	20,000	104	1,248	15,012	0	0	1,248	16,260	0	0	0	0	1,248	1,248	1,248	16,260		
Subtotal						94,000	0	94,000	1,147	13,764	34,916	0	0	13,768	48,684	0	0	0	0	13,768	13,768	2,956	9,348		
7730	Water & Sewer, Water Transmission & Distribution																								
WT434	2004	2005	Ford F350 Utility Body	11	2015	30,000	0	30,000	94	1,132	25,504	0	0	1,132	26,636	0	0	0	0	1,132	1,132	2,956	9,348		
WT435	2004	2005	Ford F350 Utility Body	11	2015	35,000	0	35,000	145	1,740	28,032	0	0	1,740	29,772	0	0	0	0	1,740	1,740	1,896	6,740		
WT436	2008	2009	Sterling T/A DT W/PS	13	2021	170,000	0	170,000	905	10,860	41,400	0	0	10,864	52,264	0	0	0	0	10,864	10,864	10,864	52,264		
WT437	2001	2002	Sterling T/A DT W/PS	12	2013	170,000	0	170,000	1,127	13,524	132,948	0	0	13,524	146,472	0	0	0	0	13,524	13,524	13,524	146,472		
WT440	2010	2011	Ford F350 4x4	7	2017	30,000	0	30,000	278	3,336	3,996	0	0	3,336	7,332	0	0	0	0	3,336	3,336	3,336	7,332		
WT442	2009	2009	Ford F350 4x4	7	2016	30,000	0	30,000	267	3,204	7,992	0	0	3,204	11,196	0	0	0	0	3,204	3,204	3,552	24,484		
WT450	2008	2008	Ford 550 Dump W/Plw	11	2019	60,000	0	60,000	304	3,648	20,832	0	0	3,648	24,484	0	0	0	0	3,648	3,648	3,648	24,484		
WT451	2000	2000	J. D. 444H Loader	12	2012	150,000	0	150,000	977	11,724	121,274	0	0	11,724	16,404	0	0	0	0	11,724	11,724	7,656	16,404		
WT472	2010	2010	John Deere 410E Backhoe	9	2019	90,000	0	90,000	638	7,656	8,748	0	0	7,656	21,000	0	0	0	0	7,656	7,656	7,656	21,000		
WT557	1994	1994	Clark Forklift	0	0	25,000	0	25,000	0	0	21,000	0	0	0	21,000	0	0	0	0	0	0	0	21,000		
WT908	1999	2000	Open Top Trailer	0	0	5,000	0	5,000	0	0	2,000	0	0	0	2,000	0	0	0	0	0	0	0	2,000		
Subtotal						795,000	89,000	706,000	4,735	56,824	413,726	0	0	56,824	337,560	0	0	0	0	56,824	56,824	56,824	337,560		
7735	Water & Sewer, Water Meter Reading & Maintenance																								
WN492	2008	2008	Ford E150 Van	9	2017	20,000	0	20,000	215	2,576	4,492	0	0	2,576	7,068	0	0	0	0	2,576	2,576	2,576	7,068		
Subtotal						20,000	0	20,000	215	2,576	4,492	0	0	2,576	7,068	0	0	0	0	2,576	2,576	2,576	7,068		
7750	Water & Sewer, Sanitary Sewer Maintenance																								

Used Reserves for ce2710 Prius

Replace w/new loader

Retain

Retain, review in future

Exhibit "B"
Fleet Services Division
FY 12b Vehicle Replacement Request



FLEET SERVICES DIVISION
 FY12b VEHICLE REPLACEMENT REQUEST
 COST CENTER: 6101-8306-733600

VEHICLE INFORMATION

DEPARTMENT: Police
 DIVISION: Patrol
 FLEET #: PP730
 YEAR AND MAKE: 2009 Crown Vic
 MPG: 9
 UNIT USED FOR: Line car for police patrol

REPAIR COST AND USAGE

	Cost	Mileage
YEAR TO DATE:	\$1,164	4,213
LIFE TO DATE:	\$10,535	52,095
LAST YEAR:	\$3,647	13,858

REPLACEMENT COST

TOTAL RESERVES: \$19,000
 SALVAGE VALUE: \$3,000

 AMOUNT AVAILABLE: \$22,000
 ANTICIPATED COST: \$26,000
 FISCAL IMPACT: -\$4,000

RECOMMENDATION: **Replace with a Ford AWD Interceptor sedan**

		MPG
DISPOSAL OF VEHICLE:	Auction	14/20
REPLACEMENT VEHICLE:	Interceptor sedan	20% increase

MANAGER'S APPROVAL: YES ___ NO ___ DATE ___ / ___ / ___

COMMENTS: _____

MANAGER WILL DISCUSS WITH DEPARTMENT HEAD: YES ___ NO ___

DISCUSSION DATE: ___ / ___ / ___

COMMENTS: _____

Exhibit "C"
Illinois State Police Article

wqad.com/wqad-driverstofundrepairofuns-9366139,0,247326.story



WQAD

Drivers to fund repair of unsafe State Police cars

November 17, 2008

By Chris Williams

advertisement

QUAD CITIES -- Every day, Illinois State Troopers put their lives on the line, but tonight we're learning the condition of their squad cars may put them in even more danger. Economic issues mean some troopers are using faulty equipment and now lawmakers want you to help pay for repairs. Newschannel 8's Chris Williams explains.

At the scene of a crash, or in many rural Illinois towns, the first face you see at an emergency is that of a State Trooper. Only through extended maintenance on their cars have they kept their promise to be there when you need them. But their aging fleet of squads is a growing concern and now lawmakers want Illinois car owners to help police keep that promise.

"We can't put police officers on the streets without proper vehicles.", said Illinois State Senator Mike Jacobs. He voted for the bill last week.

Lawmakers passed the plan that will add \$1 every time you license your car to fund repairs and replacements for state police cars kept in service because state budget money is at a premium. Officials say they'd like to retire squad cars at 80 thousand miles, a practice that ended when gas prices rose to new records. The average wear now is well over 120 thousand miles. Troopers began to push this funding idea last Summer after a slow-speed crash in Cook County.

Illinois State Police Master Sergeant Brian Ley described the investigation; "Upon examination by a mechanic, the vehicle brake lines were found to be corroded all the way through and there was brake fluid leaking out."

That lead to an inspection of all state patrol cars with more than 180 thousand miles. Investigators found 442 of them on the road, about a quarter of the entire fleet. Mechanics looked for every major issue and determined 43 percent, 193 of those squad cars, were unsafe. Many were repaired but 47 were pulled from the road altogether.

Locally, in District 1 which includes Carroll, Lee and Whiteside Counties, 3 of the 6 cars inspected failed but were repaired and returned to service.

In District 7 which includes Henry, Knox, Mercer and Rock Island Counties, 4 of 7 cars inspected failed. 2 could not be fixed.

And in District 14 which includes Henderson and Warren Counties, 3 of 10 cars failed inspection but were repaired and returned to service.

"Number 1; it's not safe for the Trooper. But, secondly, they're not making it to a destination where a life saving maneuver could be performed to save a life or help somebody in need in an emergency situation", said Master Sergeant Ley.

In theory, the plan passed by the House and Senate should raise 9 million dollars each year for state police car maintenance and replacement. Troopers hope to get to a point where they can replace 450 squad cars each year. The bill now goes to Governor Rod Blagojevich. His office wouldn't say if plans to sign it, but if he does the fees would start next year.

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