

# Reducing Fuel Consumption without Impacting Police Service

Brian Donaldson

## *Abstract*

*Rising fuel costs coupled with shrinking public safety budgets create the need for police departments to become innovative in service delivery. The purpose of this paper is to identify methods of transportation and identify fuel strategies that reduce fuel consumption while maintaining existing standards. Twenty-four departments, primarily in Florida and a few in the Southeast United States, with similar geography and climate as the Tallahassee Police Department, were surveyed with 63% participation. All alternatives were examined on the basis of cost savings and effectiveness. Findings illustrate that modifying policies rather than utilizing alternative vehicles are an agencies best chance for reducing fuel consumption while maintaining the same level of police service.*

## Introduction

In July of 2008, the average cost of retail gasoline in the United States reached an all time high of \$4.05 a gallon. This is nearly a 30% increase from the year before when gas was averaging \$2.93 a gallon (Energy Information Administration, 2008). For law enforcement agencies across the country, this dramatic increase has led to emergency budget reviews, cuts, and immediate changes in policies and vehicle purchasing.

It is important to look at options that allow law enforcement agencies to reduce fuel consumption and overall vehicle operational costs without significantly reducing police service. There are many potential solutions to reducing fuel consumption without significantly impacting police service. For example, many law enforcement agencies are looking at options from downsizing patrol cars to charging officers a stipend for use of a take-home patrol car (Gavigan, 2008). Additionally, with the nation becoming more environmentally conscientious, there are more and more vehicles to choose from that burn little to no gasoline. Law enforcement agencies need to incorporate these types of vehicles into their planning when developing strategies to lower fuel consumption.

Regardless, before deciding what to do, it is important that law enforcement agencies look at all potential solutions and choose the option(s) that work best for their agency and the citizens they serve.

## Literature Review

### *Impact*

In 2003, the fuel bill of the El Paso County Sheriff's Office was \$160,000. Currently it is \$700,000 and by the end of next year could reach \$1,000,000 dollars (Pankratz, 2008). This is an 84% increase over a six-year period. Drastic budget increases such as this grab the attention of those in decision-making positions suggesting something needs to be done. Some agencies are asking officers to assist by utilizing gas saving tactics such as watching speeds to maintaining optimal tire pressure. Others are requesting officers pay a stipend in return for use of their car while off-duty (Coleman, 2008).

Some law enforcement agencies have taken even more drastic measures. The El Paso SO mentioned above has ceased all random and routine patrols during the graveyard (midnight) shift and respond only to emergency calls. Decisions such as this will obviously impact the level of service, response times and arrests for example, police provide (Pankratz, 2008).

### *Downsizing*

Many articles reviewed suggest that agencies downsize their patrol cars. This means trading a full size car like the Ford Crown Victoria Police Interceptor in for a mid-size vehicle such as the Dodge Charger or Chevrolet Impala. Studies show that the Impala gets approximately 3 more miles to the gallon and can cost as much as \$6000.00 less than the Crown Victoria. For the Nassau County (Florida) Sheriffs Office, when the next fleet replacement takes effect they will have saved over \$520,000.00 by switching to the Impala (Coleman, 2008).

The editor of *Law and Order* suggests adopting a "one-size down" policy. For example if you have a large V-8 sedan you change to a midsize V8 sedan; from a midsize V8 sedan to a midsize V6 sedan and so on (Sanow, 2007). However, for those that are already down to a midsize sedan with a small V6, what is the answer? As is with the Tallahassee (Florida) Police Department where some officers exceed 6'5" in height and are unable to fit in cars smaller than the Crown Victoria. Finally, what about Field Training Officers who often have a recruit officer in the passenger seat and carry equipment (computers, long guns) in the front seat making it impractical to downsize?

### *Alternative Vehicles*

In an effort to stay in the police market, Ford believes that they need to attack the problem using a multiple fuel strategy. They are continually improving the Crown Victoria Police Interceptor while working on alternative fuel consumption vehicles. They are also working on creating a more fuel-efficient gasoline engine that gets improved gas mileage while also maintaining or increasing horsepower.

Ford is developing and continually improving flex fuel vehicles, hybrids, and hydrogen fuel cell vehicles. Ford believes that in the next 10 years, hydrogen fuel cell vehicles will be viewed as common. (Police Advisory Board, 2008).

Another article suggests that hydrogen vehicles are also close to being commonplace. In the same article, however, a word of caution was issued to fleet managers not to change to an alternative fuel vehicle too quickly. Technology and government policies can change and literally make some fuel technology obsolete, as was the case with LPG (propane) fueled vehicles (Law Staff, 2008).

The answer for some agencies may be adding or increasing alternative modes of transportation to their fleet. Vehicles such as Segways, electric cars, bicycles, scooters, and motorcycles can provide police service at a lower cost than a traditional vehicle. Currently, the Tallahassee Police Department uses electric cars for patrolling the downtown area and during special events such as football games. The Las Cruces, New Mexico Police Department encourages their officers to park their cruisers and patrol on bikes for at least two-hours a day (Gavigan, 2008). These alternative vehicles have limitations and will not work for all agencies. State agencies such as highway patrols will need to come up with other ways to reduce fuel consumption or increase their budgets.

### *Take-Home Cars*

Many of the articles researched suggested changes in policies regarding take-home cars. One article reviews the Tampa Police Department's take home car policy and states that the city is looking at reviewing their "generous" take-home policy. The article breaks down where the Tampa officers live and points out that a nearby department does not let officers drive the cars outside the county (Zink, 2008). This all suggests that agencies may need to look at not allowing their officers to take their cars outside the county or city in which they work.

Many agencies are requiring officers to reimburse the department for the use of their take-home car if used in an off-duty capacity. Other departments are "limiting" their take-home vehicles. San Francisco PD for example is reviewing the need for "staffers" to have take-home cars (Gavigan, 2008).

### *Driving Habits*

The majority of the researched articles suggest that departments need to change the driving habits of their officers. The Chesterfield County Virginia Police Department encourages officers to turn off their vehicles whenever possible, avoid unnecessary travel, plan routes, and practice moderate starts and stops. Henry County (IA) Sheriff's Office wants their officers to park more and run stationary radar versus moving radar. They are also switching to LED light bars that will allow officers on crash scenes to have emergency lights activated without having their cars running (Gavigan, 2008).

One driving habit where change was regularly suggested involves idling. Officers will often leave their cars running while investigating crashes or writing

reports. Putnam County Sheriff's Office has instituted a ban on idling except for when transporting prisoners and K-9 vehicles. Deputies are encouraged to utilize the shade when writing reports or meeting with co-workers (Coleman, 2008).

## Method

The purpose of this research is to identify solutions, without causing significant impact on police service, to combat the rising price of gasoline. To identify potential solutions, two surveys were utilized. One survey was sent to law enforcement agencies primarily in Florida and a few in the Southeast United States. The other surveyed patrol officers and sergeants of the Tallahassee Police Department. The data collected provides an insight on how officers are utilizing their vehicles while also providing ways to reduce fuel consumption.

There are over 4600 law enforcement agencies across the United States, all of which are impacted by the rising cost of fuel. In order to provide a manageable pool of returned data, 24 surveys were sent to law enforcement agencies in Florida and the Southeastern United States. Agencies were selected based on similarities to the Tallahassee Police Department in regards to climate and venue, i.e., city setting versus rural. Size of the department, however, was not a factor since departments of all sizes are facing budget restraints due to the rising cost of fuel. With follow up calls and emails over 63% responded to the survey. The survey identified agencies that have changed fleet practices and the solutions they provided.

In an effort to determine the best response to the rising cost of fuel at the Tallahassee Police Department, 166 patrol officers and sergeants were surveyed with a 49% return rate. The purpose of this survey was three-fold. First, the officers were asked to break down in percentages their work driving habits in a typical day. Specifically, they were asked to estimate how much time is spent driving to calls for service, idling on scenes, and proactive patrolling. This information will assist in determining how gas is being consumed so a logical solution can be determined.

Second, officers were asked, using the Lykert scale, about their willingness to change driving habits. This will help determine if (stricter) policies need to be implemented or simply more education provided.

Finally, officers were asked to provide any solutions they believe might assist in reducing fuel consumption. This allows for additional ideas as well as allowing the officers to be part of the solution.

## Results

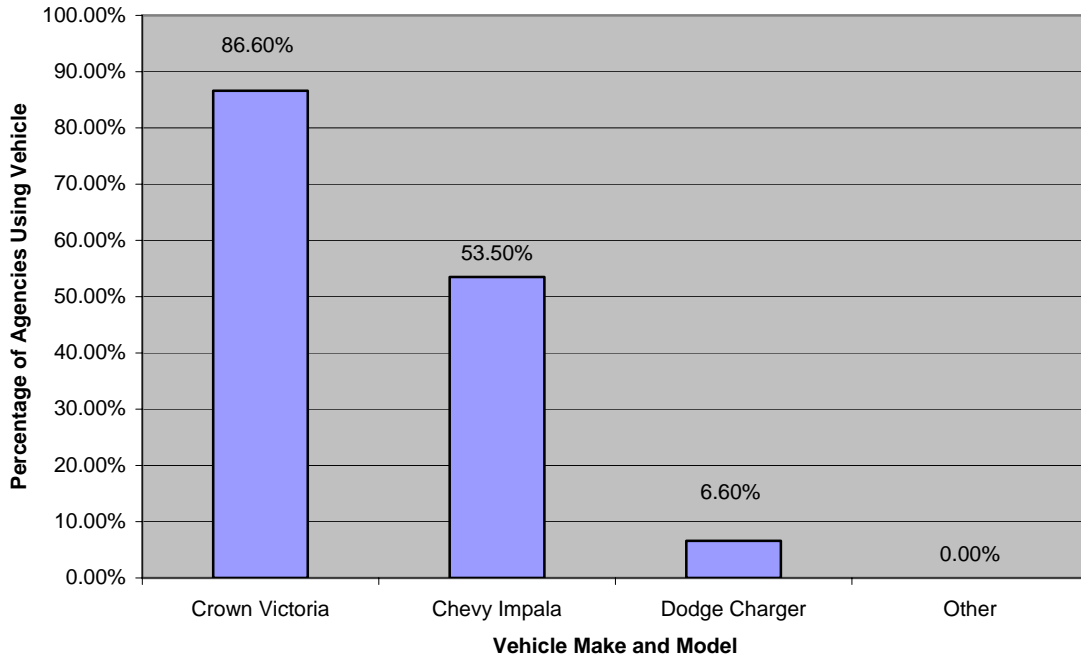
Out of the twenty-four surveys sent out, fifteen law enforcement agencies responded. The following Agencies participated in the survey:

- Clearwater (Florida) Police Department
- Crestview (Florida) Police Department
- Daytona Beach (Florida) Police Department
- Gainesville (Florida) Police Department
- Jacksonville (Florida) Sheriffs Office
- Jupiter (Florida) Police Department
- Key West (Florida) Police Department
- Largo (Florida) Police Department
- Miami Beach (Florida) Police Department
- Ocala (Florida) Police Department
- Pensacola (Florida) Police Department
- San Antonio (Texas) Police Department
- Sanford (Florida) Police Department
- Savannah (Georgia) Police Department
- Wilton Manors (Florida) Police Department

With repeated phone calls and emails, I received 15 surveys for a 63% return rate. Nearly all the questions were answered as requested. The last portion of the survey, questions 10-14, had the most skipped questions.

The first survey question asked the agency to list vehicles they use for primary patrol purposes. They were able to choose more than one and also add any vehicle that was not on the list. The second question asked if agencies have or was planning on downsizing their patrol vehicles. The survey revealed, see below graph, that 86.6% of the agencies drive Ford Crown Victorias, 53.5% drive Chevrolet Impalas, and 6.6% drive Dodge Chargers. No other vehicles were mentioned as a primary patrol vehicle.

Type of Vehicle



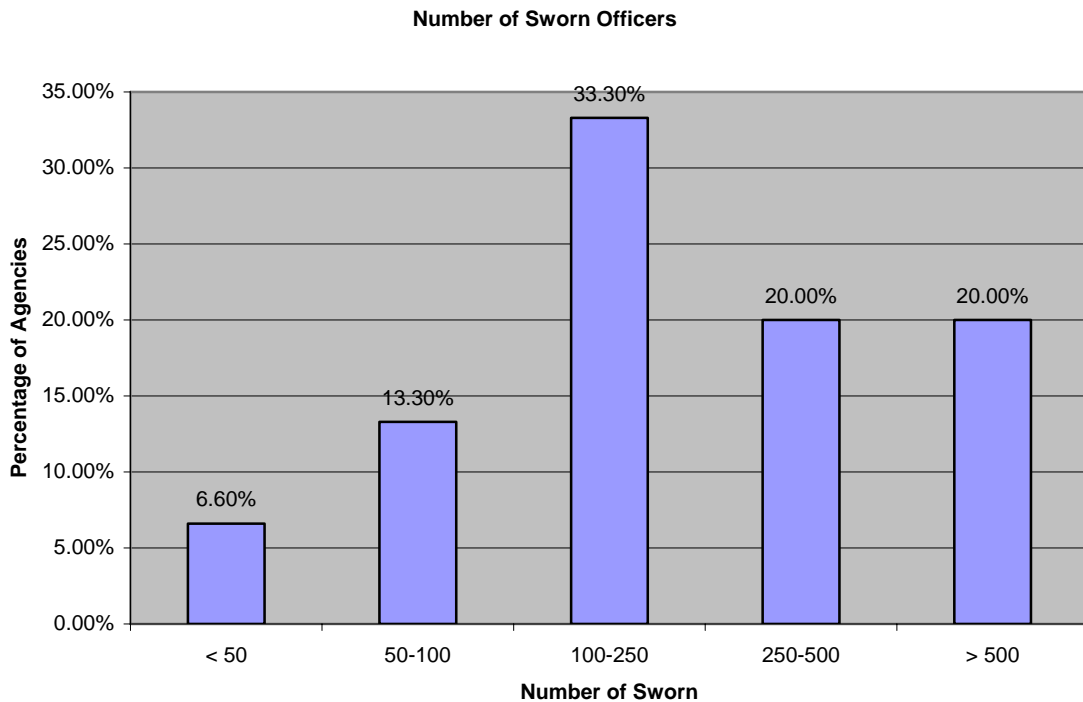
The second question revealed that 46.6% had changed or planned to change their primary patrol vehicle. The same percentage planned on staying with their current vehicle. One agency skipped the question.

The next set of questions dealt with alternative vehicles. Agencies were asked if they utilized alternative vehicles, other than SUVs, trucks, bicycles, and motorcycles, for patrol. The majority, 46.6% did not use any type of alternative vehicle. Two agencies did not answer the question, and 40% indicated that they did use some type of alternative vehicle. The most common of the alternative vehicles listed were electric cars and Segways.

Agencies were asked if they changed or were planning on changing policies regarding driving habits, take-home cars, idling, etc., as a result of budget restraints. All fifteen agencies responded with 60% answering "yes," 40% answering "no." If they answered "yes" they were asked to explain their answer. One agency answered "no" but then stated they suggested officers idle less.

The survey asked agencies if they found any solutions that decreased their Department's fuel usage. Out of the 15 surveyed, only 4 (26.6%) stated they had. Eleven said they did not (46.6%), and 4 (26.6%) were not sure. If they answered "yes" they were asked to explain. Of the agencies replying "yes", only 1 used a percentage to illustrate the savings.

The survey represented agencies of all sizes and the below graph represents the breakdown by size. One agency did not answer the question.

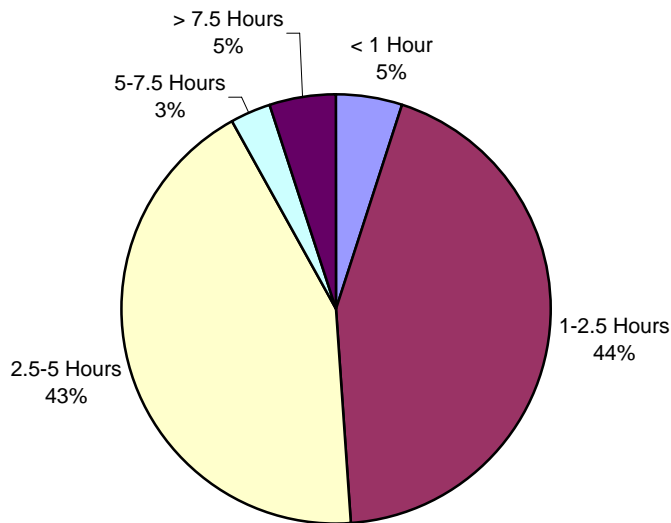


The final questions were to be answered if the agency used cars smaller than the Ford Crown Victoria. One question asked if the agency saw a significant savings as a result of driving smaller cars. Four of the eight responding agencies, or 50%, stated they did notice a savings. One agency did not see a significant savings, one was not sure, and two did not answer the question. It should be noted that “significant” savings was not defined which may have impacted the negative response or lack of responses.

The other questions asked if there were any problems with large officers or two officers (Field Trainers) fitting into the smaller cars, if there were any maintenance issues, and if officer injuries were more severe as a result of being in a smaller car. These will be discussed below but were not a primary focus of the research.

A survey was also sent to the 166 patrol officers and sergeants of the Tallahassee Police Department. I received a 49.3%, or 82 surveys, response rate. Out of the eight questions asked, the first four requested officers/sergeants to break down their mileage, vehicle idling time, time spent driving to calls/routine patrolling, and time spent on reports. Since no one day is the same, officers were asked to answer based on an “average” day. Of the four questions, two were critical to the issues discussed. First, was the question asking officers how much time their car sat idling. The two top responses were either 1-2.5 hours, with 44% or 2.5-5.5 hours, with 43%. The response breakdown is as follows:

### Time Spent Idling

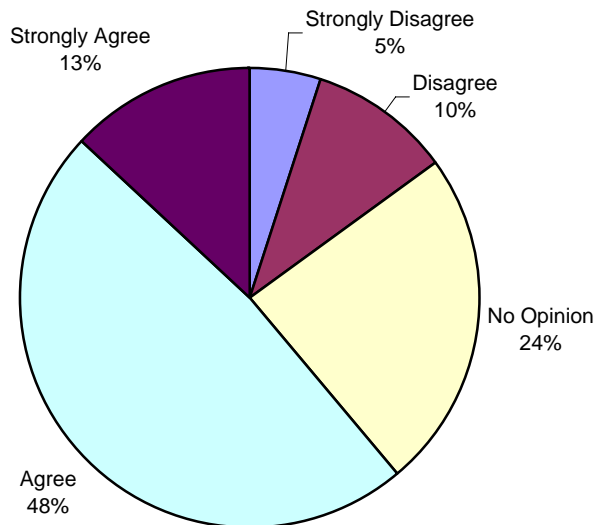


The second crucial question asked how much time was spent on reports. Out of the 166 personnel surveyed, 20 were Sergeants. Sergeants rarely write reports so part of the stats on this question will be skewed. Of the 166 responses, 48% stated they spent 10 to 25 percent of their time writing reports while 34% responded that they spent 25-50 percent of their time writing. These two responses accounted for 82% of the officers surveyed.

Officers were asked, using the Lykert Scale, if they were willing to alter their driving habits. In regards to their driving habits, 61% "agreed" or "strongly agreed" that they would do so in an effort to decrease fuel usage. The next highest response was "no opinion" with a rate of 24%. The overall results are reflected in the below graph:



### Willingness to Change Driving Habits



Officers were also asked their willingness to utilize a business in their zone to write reports. 60% responded that they “agreed” or “strongly agreed” to do so. In contrast, 28% responded with either “disagree” or “strongly disagree”. The remaining 12% either had “no opinion” or did not respond.

The final question asked officers if they had any suggestions on how the Department could save or reduce fuel consumption. Thirty-seven officers, or 22%, responded with some type of suggestion.

### Discussion

Although many of the literature read seemed to indicate that most agencies were moving to a smaller patrol vehicle, the surveys in this study indicated that only about half were doing so. Of those downsizing, several were mixing their fleet with the smaller cars and not completely eliminating the Ford Crown Victoria. Additionally, agencies going to smaller vehicles are reporting mixed results. One agency reported that they went from 11 miles to the gallon to 14 mpg when they downsized to the Chevy Impala. However, the City of Tallahassee (agency of this writer) has only seen about ½ miles per gallon difference between the Crown Victoria and Impala. One agency decided to switch back to the Crown Victoria after having too many maintenance issues with a smaller (Ford Taurus) vehicle.

In this study it appears that downsizing to a smaller vehicle may not be the solution. Since many agencies have just made the change, additional research in the future may be needed to provide a more definite result.

There were seven agencies that reported utilizing alternate vehicles for patrol purposes. The vehicles mainly were Segways, electric cars, ATVs, golf carts, and bicycles. None of the agencies indicated the alternative vehicles made a worthwhile impact on their budget.

Sixty-percent of the surveyed Departments made some type of policy change as a result of the increased gas prices. Many departments developed policies governing the idling of the vehicles. Changes ranged from no idling to no idling over 5 minutes. Many of the departments that changed their idling policy saw some type of decrease in their overall fuel usage. Some departments either went to riding two officers per car completely or during weekend (peak periods) shifts. The results of those changes were not reported.

Several departments modified their take-home policy in an effort to save or recover some of the money spent on gas. Some charged a stipend to officers either for off-duty usage or based on how far they lived from the main headquarters. One agency charged a stipend only during the spike in gas prices and has since then stopped the practice. The results of the take-home car policies were not yet known or reported.

One agency reported a 10% savings when they required each district to have one of their units a two-officer car combined with requiring the officers to conduct a 1-hour park and walk during their shift. Although this is a gas saving measure, requiring officers to walk an hour per shift may not be a reasonable request. However, it does offer merit in adopting some policy requiring “park and walks” during a shift or workweek. Another agency noticed a decrease in fuel usage (% not mentioned) when they had the officers modify their driving habits, maintain proper tire pressure, no idling over 5 minutes, and decreasing the amount of gear carried in the car.

Most agencies reported some type of savings when modifying their policies. This would indicate that with some forethought, changes in policy might be the quickest way to see a decrease in fuel usage. For some agencies with police unions, some policy changes, specifically modifying their take-home car policy, may prove more difficult.

As found in the literature review, some agencies were looking at cutting back patrols during night shift and/or only responding to emergency calls. Although these ideas may reduce fuel usage they will not maintain current levels of police service and should not be considered.

One agency attached an article that suggested a significant rise in miles per gallon when removing the roof bar light and switching to interior mount lights. This was not researched but may be an idea worth looking into.

The portion of the agency survey dealing with issues with the smaller cars did not suggest any large problems. The issue involving larger officers and two officers fitting into the smaller cars did not produce any troubles. Most agencies either did not have any problems or utilized Crown Victoria's to resolve any issues. Regarding maintenance, one agency did go back to the larger vehicle

after having too many problems with the smaller car. Finally, only one agency reported that they had an increase in the severity of injury with the smaller cars, but did not comment further.

It should be noted that surveys were done during the time period (Nov.08-Jan 09) where gas prices went down to around the \$2.00 per gallon mark. This may have had an impact on the responses provided by the Agencies.

In surveying the patrol personnel of the Tallahassee Police Department (TPD), this writer was looking for several things. First, is a policy needed to address idling? Second, is there a need to look at businesses as potential places to write reports (rather than in a patrol car)? Third, are officers willing to change their driving habits? Fourth, would officers consider using businesses to write reports? And finally, do they have any ideas to reduce our department's fuel usage?

Since most officers are spending anywhere from one to five hours idling their cars, it is apparent that a policy change is needed. Since TPD still investigates traffic crashes, asking officers to turn off their cars while on scene and in the road will only work if they are equipped with LED lights which will not deteriorate the car battery. During the summer time, which can get extremely hot, it is also not practical to ask officers not to run their cars while writing reports. Even in shady areas this would be an unreasonable request. Therefore, a place to write reports is needed. The survey did reveal that officers spend an average of 10%-50% of their time writing reports. If they had somewhere to write their reports that kept them out of the weather, provided electricity for the computers, and was not a safety risk (a bar for example would not be a logical location), then it is logical to assume that the amount of idling time will be reduced. The majority of the officers did respond that they would use a business if ones were identified in their zones.

A large amount of officers suggested that TPD modifies its policy on call response, for example, not responding to calls minor and civil in nature, or loud parties with anonymous complainants. These suggestions may make better use of the officer's time, however, since officers have to do something (patrol, work on reports, etc.), these ideas do not assist in saving gas.

Some other suggestions such as utilizing fire stations to write reports and doubling up (two-officers per car) during peak times may help reduce fuel usage. This was also suggested in the Agency surveys. One of the problems with utilizing fire stations, substations, or even businesses is having too many patrol cars in one location. In order for this to work, there will need to be a large number of choices available and policies restricting the number of marked cars allowed at one location. In order to prevent potential pairing problems, one officer suggested that officers pair up with a different officer whenever possible.

One suggestion was that the supervisors do a better job monitoring their officers driving. The survey suggests that 61% of the officers were willing to modify their driving habits. The issue then becomes defining what a reasonable driving habit is. As in the agency surveys, this could be anything from maintaining optimal tire pressure to making moderate starts and stops.

## Recommendations

In reviewing the agency surveys, officer surveys, and literature, there are several recommendations that could be made to reduce fuel usage while still maintaining current levels of service.

- Adopt policies restricting idling.
- Utilize smaller cars for non-patrol divisions.
- Use the cars best designed for your department and its geography not based solely on gas mileage.
- Utilize smaller cars for supervisors (if possible).
- When officers need to write reports, cars need to be off or utilize businesses, substations, fire stations, etc., when possible. If using businesses, the Agency would need to develop a process to identify potential businesses and policies governing their use.
- Utilize two-officer units during peak service periods, rotating the pairings.
- Develop policies governing driving habits and vehicle maintenance along with ways to monitor adherence.
- Limit gear stored in the vehicles to that which is absolutely needed.
- If you have a take-home car policy, limit it based on distance or geographical boundary. If needed (spike in gas prices for example) charge a stipend based on distance.
- Utilize LED lights and turn cars off while on scenes needing emergency lights on (crashes and disabled vehicles for example).
- Develop a reasonable policy requiring mandated park and walks.
- Agencies with a small but densely populated geographical area (downtown areas for example) or that work large numbers of special events (sporting events, concerts, etc.) should use alternate vehicles whenever possible.

Lieutenant Brian Donaldson has been with the Tallahassee Police Department since 1985. He currently serves as the Lieutenant supervising training, field training, property & evidence and fleet. Brian has an Associate of Arts degree from Tallahassee Community College.

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## APPENDIX A

### District Officer Survey

Thank you for taking the time to complete the following survey. As most are aware, the cost of fuel significantly impacted the Police Departments operating budget this past year. TPD currently uses approximately 365,000 gallons a year. Therefore, if the price of gas rises to an average of \$1 in a year, the cost to the budget is \$365, 000. In reality price increase is anticipated in advance but not to that degree. Either way, the price tag is huge.

The purpose of the survey is to identify how we do daily business. Notice that none of the questions touch the subject of take-home cars. That is NOT addressed in this survey. The first 4 questions seek information about how you spend your day. I recommend that you take 1-2 weeks and average out the data. For example, if on day 1 and 2 you drive 50 miles, day 3-115 miles, and day 4-15 miles you average it out to a total of 57 miles. Or if you normally drive between 50-75 miles a day except on rare occasions, then put 50-75 miles. The data should start once you call in-service and stop once you are out of service. However, do not include mileage to and from work.

There are 2 questions asking your willingness to change driving habits and use businesses to write reports. Please give these some thought before just answering.

The final question asks for input or suggestions. This is an anonymous survey so please be honest.

This survey will be used in a research paper I have to complete for an FDLE class. I appreciate you taking the time to answer the questions and hope everyone participates.

**Please complete and turn in (*box located in Patrol-Ms. Odom's Desk*) by Friday, December 12, 2008.**

Thanks,  
Lt. Brian Donaldson

## APPENDIX B

### Tallahassee Police Department

#### District Officer Survey

1. On an average day, how many miles do you put on your patrol car (not including to and from work)?
  - a. Up to 25 2%
  - b. 25-50 27%
  - c. 51-75 48%
  - d. 75-100 21%
  - e. more than 100 1% Skipped: 1%
  
2. On an average day, how much time does your patrol car sit running/idling (while you are writing reports, on crash scenes, etc.)
  - a. up to 10% (1 hour) 5%
  - b. 10%-25% (1-2.5 hrs) 44%
  - c. 25%-50% (2.5-5 hrs) 43%
  - d. 50%-75% (5-7.5 hrs) 3%
  - e. more than 75% (7.5 hrs) 5%
  
3. On an average day, how much of your time is spent strictly driving to calls for service or routine patrolling?
  - a. up to 10% 2%
  - b. 10%-25% 22%
  - c. 25%-50% 33%
  - d. 50%-75% 37%
  - e. more than 75% 6%
  
4. On an average day, how much time is spent on report writing?
  - a. up to 10% 11%
  - b. 10%-25% 48%
  - c. 25%-50% 34%
  - d. 50%-75% 6%
  - e. more than 75% 0% Skipped: 1%
  
5. I am willing to modify my driving habits (moderate acceleration/ braking, maintaining recommended tire pressure, idling less) in an effort to decrease the amount of fuel used by the Police Department:
  - a. Strongly Disagree 5%
  - b. Disagree 10%
  - c. No Opinion 24%
  - d. Agree 48%
  - e. Strongly Agree 13%

6. If there were businesses in my zone that allowed officers to use an office area to complete reports, where safety was not a huge concern (a bar for instance would not be used), I would be willing to utilize them rather than completing reports in my car:

- a. Strongly Disagree 11%
- b. Disagree 17%
- c. No Opinion 8%
- d. Agree 43%
- e. Strongly Agree 17%      Skipped: 4%

7. What shift do you currently work on?

- a. 1 25%
- b. 2 32%
- c. 3 43%

8. Do you have any suggestions or ideas that might decrease the amount of fuel consumed by the Police Department?

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## APPENDIX C

My name is Brian Donaldson and I am a Lieutenant with the Tallahassee (Florida) Police Department. I am conducting a survey regarding patrol vehicles and the impact of the earlier gas price increases. This survey will be included in a research paper that is required for a state sponsored executive leadership class. Upon completion, it will be sent to all agencies across the state of Florida.

Although I will know where I am sending the surveys, the survey will be kept anonymous. I will share the data from the surveys but not include which agencies said what. This is critical so I get honest answers without you worrying about seeing your agency and responses in print.

The title of my paper is, "Reducing Fuel Consumption Without Impacting Police Service". I will be sending this survey out to over 25 agencies in an attempt to see what law enforcement has done to address the fuel price increase. Since I am surveying a small pool of agencies, I am asking everyone to complete and return the survey if at all possible.

The survey should not take very long to complete as most answers you will know immediately. I am asking that you complete and return this survey to me by December 17<sup>th</sup> so I can start analyzing the data right after the holidays.

If you would like a copy of my research paper, please let me know when you send it back and I will be glad to get a copy to you. The paper will not be completed until April 2009.

If you have any questions, please contact me at (850) 545-7326 (cell), or (850) 891-4524. My email address is: [Brian.Donaldson@talgov.com](mailto:Brian.Donaldson@talgov.com) .

Thanks in Advance,

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Tallahassee, Fl. 32303  
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**APPENDIX D**

**Law Enforcement Agency Survey**

1. What vehicle(s) does your Department use for primary Patrol purposes? Circle all that apply.

- a. Crown Victoria **86.6%**
- b. Chevy Impala **53.5%**
- c. Dodge Charger **6.6%**
- d. Or..... (please list) **0%**

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2. In the past year has your department changed, or planning to change, the vehicles you use for Patrol?

- a. Yes **46.6%**
- b. No (if no, skip to Q5) **46.6%**      **Skipped: 6.6%**

3. If yes to above, why?

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4. If yes to Q2, what vehicles are you planning on purchasing?

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5. Other than SUV's, trucks, bicycles and motorcycles, does your department use any types of alternate vehicles for Patrol?

- a. Yes **40%**
- b. No (skip to Q7) **46.6%**      **Skipped: 13.3%**

6. If yes to Q5, what types of vehicles do you use (Segways, electric cars, etc)?

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7. Have you recently changed policies regarding driving habits, take-home cars, idling, etc., as a result of budget restraints? If yes, please explain (use back if needed). **Yes: 60%** **No: 40%**

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8. Have you found any solutions that have decreased your Departments fuel usage? If so, please explain (use back if needed). **Yes: 26.6% No: 46.6% Unk:26.6%**

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9. How many sworn officers does your agency employ?

- a. 1-50 **6.6%**
- b. 50-100 **13.3%**
- c. 100-250 **33.3%**
- d. 250-500 **20%**
- e. over 500 **20%**      **Skipped: 6.6%**

**If your Department uses a vehicle smaller than a Crown Victoria or Chevy Caprice, please answer the following questions:**

10. Have you noticed a significant savings (fuel/initial cost) as a result of driving smaller cars?

- a. Yes
- b. No
- c. Unknown (changed within last 6 months)

11. Are you having any problems with officers too large to fit in the smaller vehicles? If so, how do you accommodate them?

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12. If you have Field Training Officers, do they also drive the smaller car? If not, how do you accommodate them?

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13. Are you having any abnormal maintenance issues with the smaller vehicles? If so please explain.

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14. Have officer (severity, overall number) injuries in the smaller cars increased over those in the larger cars?

- a. Yes
- b. No