



Public Safety Committee November 5th, 2013 Summary and Motions

Chair Peggy Henson called the meeting to order at 1:04pm. Committee Members Shevawn Akers, Harry Clarke, Chuck Ellinger, Bill Farmer, Ed Lane, Diane Lawless, Jennifer Mossotti, George Myers and Kevin Stinnett were present.

1. Approval of Summary

Motion by Ellinger to approve the summary. Seconded by Myers. Motion passed without dissent.

2. Division of Police Home Fleet Policy

Chief Bastin from the Division of Police came to the podium to present on the Home Fleet Policy. The last update was May 7th. Bastin explained that identifying the savings is not as simple as it may seem on the surface because of all the variables that are constantly changing, the number of officers, the age of the fleet and fuel prices, which seems to change every month.

Bastin identified an 8.27% reduction in mileage driven, a 4.18% reduction in fuel cost and a 3.44% reduction in fuel consumption from September 2012 to September 2013. In May, they reported a 9.57% reduction in mileage driven and an 8.4% reduction in fuel consumption. Savings decreased during the summer months because the summer is a busier time for police. Miles traveled was reduced by 8.27% while fuel cost reduced by 4.18% and gallons used lowered by 3.44%. As vehicles get older, the maintenance costs go up as well. New cruisers are budgeted to replace some of the oldest vehicles, which should offset some of the high maintenance costs. The operational costs, fuel and maintenance decreased between 2012 (FY12/13) and 2013 (FY13/14) by \$28,404.

Crime is comparable to the previous year so the home fleet policy has not increased crime. There are actually more officers with cars now than there were in May. Officers who live outside the county line do reimburse the city based on mileage from the time they leave the county until they return, which provided about \$101,000 in payment to the city over the last year. The current collective bargaining contract allows officers to use their vehicles during an approved off duty job by paying \$50 per month, which totaled about \$65,000.

The Division measured real money (fuel, off-duty employment and maintenance) cost savings of \$93,404. The projection in insurance claims savings was \$119,290. After pulling actual numbers for 2010, 2011, 2012 and 2013, the projection was more than what the Division experienced in previous years. The original total of projected savings was \$831,950. This period has not shown us that amount of savings.

Stinnett asked if changes were made to this policy, how that would be handled with regards to the collective bargaining contract and would we need to go back to the bargaining table. Gardner explained that the policy is in the contract and in order to change it, we would have to go through formal bargaining or work through the union. He would have to take more time to consider what renegotiating would look

like but he believes that it might not require the full committee. Stinnett asked if this has effected morale and has it been a game changer for officers. Bastin said he doesn't believe it has been a game changer. For example, it has not effected crime rates but he does believe it has had some effect on officers. Ultimately the division sees savings of about \$220,000. Stinnett recalled the projected savings was about \$800,000 and obviously the actual is short of that. He said council needs to determine if we want to reconsider this policy or look at a hybrid of it. He did point out how the 5,000 calls that were done by off duty officers last year, prior to the home fleet policy, cannot be measured. He asked, is \$200,000 worth having more of a police presence in the community? Lawless supported Stinnett's thoughts. Lawless asked if this would require the entire contract to be renegotiated. Gardner said the entire contract would not have to be renegotiated but they would have to ask the union if they were willing to go back to the table. If the contract was amended, Gardner said the council would have to provide direction for those changes. Mossotti, a supporter of the home fleet, broke down the \$200,000 savings and the 5,000 off-duty calls to cost about \$40 per call and said that is worth having the home fleet. She hopes this can be looked at before two years from now when the contract is up.

Henson agreed the cost savings is not worth limiting the home fleet and compared it to how many accidents are possibly prevented with more cruisers driving around. For example, on New Circle Road people drive slower when they see a police car no matter if it is on or off duty. She asked for the administration's comments. O'Mara explained where the savings estimate of \$800,000 came from, which was all based on 15% less miles driven, with a slightly different perspective. Numbers showed to be about 12.5% so you could look at costs and consider if you were to add 12.5% additional miles to the total miles driven. The fleet itself continues to age as the vehicles are used so if you assumed about a 12.5% increase in mileage, you could assume the same for maintenance and fuel costs. The estimated hard cost (fuel and maintenance) savings was \$444,000, so if you reduce that to 12.5%, instead of 15%, a more accurate estimate would have been \$370,000. The soft costs (depreciation and insurance) were measured by level of mileage. If you increase that by the estimated 12.5% (\$223,000) savings, the depreciation would accelerate 12.5% faster towards the vehicle having to be replaced. The estimated insurance savings of \$119,000 can be thrown out completely. Now we are looking at \$593,000 in estimated savings instead of \$800,000. The overall measurement is very difficult because of all the changing variables. The actual numbers presented today are correct when compared year to year but when you consider adding those costs back in, the value must be considered.

Lane mentioned another way to consider costs and saving, using the rate per mile the IRS estimates it costs to run a car, which includes depreciation, gas, tires, etc. This would be a third way to measure the savings and that it should be considered. Lane also mentioned that with the home fleet policy, officers were given a pay raise. He asked if the administration supported the plan or wanted to consider changing it. Emmons first clarified that officers are still allowed to take their vehicles home, they are just not allowed to drive them off duty. This is more about labor relations and respecting collective bargaining. The savings may not be what we estimated but there was a savings and there will be a cost if we went back to the old system. Today, the administration's position is to leave the agreement as is but if the home fleet policy remains a priority when its time to negotiate a new contract, it will be reconsidered.

Mossotti asked if response time was lower. Chief Bastin said they would have to look at those numbers but he estimated that the response time has not changed much.

Mike Sweeney, president of the Fraternal Order of Police, explained that the home fleet was a great recruiting tool. The pay raise should not justify the restricted home fleet because the pay raise only

brought salaries to where they should be. In March, he emailed the council to support funding and solve the brown out problem. He highlighted that only 76 off duty calls have been made in 2013 compared to the 5,000 last year. If even one life is saved by an off-duty officer, it's worth it. Members of the police have given up a lot to try to help the city save money and now, you find yourself in a surplus. He finished by saying it only takes a letter agreement to make this change.

Stinnett asked if the FOP had gone to the administration with this request. Sweeney confirmed they had not. Stinnett then asked if Sweeney had polled members of the FOP about this possible change. The FOP has not but Sweeney said it could be done and mentioned that he did not see this being a problem with the members. He said that Louisville has a home fleet policy, which requires officers to pay in order to use their vehicles during off-duty employment. The others pay nothing.

Lane reminded Sweeney the budget is very tight and will remain tight. The fund balance is not actually a surplus because we bonded \$30 million and the remaining fund balance was bonded money not spent, not extra revenue the city collected. We do need to remain fiscally responsible. Ellinger agreed with Lane for the most part but did say that he supports the home fleet. Ellinger asked for clarification of what the officers could and could not do. Sweeney responded that officers now are only allowed to use their car to and from work. They can choose to pay a monthly fee of \$50 to use their vehicles to and from off duty jobs. Prior to the change, there were no limitations except driving outside the county and they did not pay for their gas. Currently, if an officer is driving their vehicle for an off-duty job, and they respond to a call, the officer can request overtime. Sweeney said that he has not requested overtime in the 6-7 calls he has responded to in that situation. Ellinger said that by supporting the home fleet, there are a lot of indirect savings we aren't claiming.

Akers ask if the Police contract was renegotiated, what would happen with our fire contract. Emmons said he cannot predict what the LFD might request but would imagine that they would make a request to change their contract as well, which is why he had mentioned respecting the contract until it is time to renegotiate. Akers asked if these kind of changes have been done in the past and Gardner explained that there have been letters of agreement that Sweeney refers to but never to this financial impact before. He recalled the negotiations took about 18 months so the contract was not taken lightly. Akers asked if O'Mara could provide the perspective he spoke to earlier on paper so the council could refer to it. Lawless believes public safety is the number one service our city provides. She recalls that council did approve the contract and mentioned a possible motion taking place to reissue the home fleet. Gardner explained that the statute is clear that the administration is responsible. If we consider a letter of agreement to amend the contract we would need direction. Generally letters of agreement have only been to clarify certain terms, not for something this large in the contract.

Henson suggested that the council might submit a letter recommending the administration reconsider this aspect of the contract. She did say she thought the change in the home fleet policy was a mistake. Mossotti mentioned making a resolution to forward to the administration. Gardner thought that might be okay though he does not recall anything that formal taking place in the past. Mossotti explained there is a lot of support from the council to have this reconsidered. She asked if it will be tabled for another two years? Emmons said if there wasn't a strong correlation between a spike in crime and the home fleet policy and the savings were real, it made sense to continue with the policy as is but they will take a look at it and have a conversation with the FOP. Stinnett reconfirmed the administration would discuss this policy and come back to the council.

O'Mara said if you used the approach that Lane referred to, there would be a hard cost of \$533,000. If you used 12.5%, savings would come to about \$590,000 and that does include depreciation. Stinnett said each year collective bargaining is done to save more money but asked what is being done to realize these savings and how will we make up those savings if the projected is not realized each year? Even if the mileage rate is used, that still puts the estimated savings about \$300,000 short and that needs to be made up somewhere.

Lane agreed with legal's opinion to leave the negotiating to the administration and the FOP and thinks Sweeney would agree to that also because previously he did not want the Council to be involved in negotiations.

Akers asked how many new cruisers plan to be purchased. Mason said they will purchase about 40 vehicles, which will replace old ones.

3. Fire Stations and ISO Ratings

Assistant Fire Chief Hoskins came to the podium to present on Fire Stations and Insurance Service Office (ISO) Ratings. Currently, there are 23 fire stations. Since 1997, four stations have been opened, two in 2001 and two in 2005. The previous four were added between 1984 and 1997, three of which were in rural areas of the county. Since the 1970's, Lexington has grown by almost 70% in population, the LFD's Sworn staff increased by about 40%, the civilian staff decreased by about 41%, fire incidents increased about 157%, EMS incidents increased almost 300%, our engine company only grew 30% and ladder trucks have not grown.

The location of a station is determined by response time. The National Fire Protection Association Pamphlet 1710 sets the standard response time of 4 minutes for the first company on scene and the balance of assignment on scene in 8 minutes for 90% of fire incidents, as well as EMS incidents. Currently, the LFD is just over 4 minutes in both fire and EMS incidents for first responders.

Hoskins highlighted a recent study by the Underwriters Laboratories Firefighter Safety Research Institute that found new or modern construction has shorter flashover times, faster collapse times and shorter escape times for occupants and firefighters compared to homes constructed in the 1970's. We have fire stations in established areas of the city but we fall a little short in the newly developed areas.

ISO assigns a split rating to fire departments, such as Lexington's, that provide service to the urban services area as well as rural areas. Class ratings range from one to ten. There are different requirements for areas ISO considers built up, which require an engine company within 1.5 miles and a ladder company within 2.5 miles. Rural areas only require an engine company within five miles. The October 2012 ISO study rated Lexington a Class 2 (within five miles of a fire station and 1,000 feet of a hydrant) for the urban services area and Class 9 (property with the nearest hydrant beyond 1,000 feet) for the rural areas. Industrial and commercial insurance rates are affected by ISO ratings when the city is rated between one and three. Residential doesn't seem to be affected if the rating drops below four or five.

ISO only makes recommendations to improve your class rating, not specific recommendations. In order to achieve a Class 1 rating, ISO suggested Lexington needs nine engine companies, which translates to nine more fire stations in order to house the engines and the crews, as well as the addition of one ladder company. The LFD proposes the next fire stations to be located in Masterson Station, then Polo Club and Hays Boulevard to keep pace with development. Maps were included in the presentation highlighting

areas (in white) that are currently not in reach of a four minute response time. The immediate plan would be to build these three fire stations, 24, 25, and 26, lowering the Lexington Fire Department's response time below the national standard with evenly distributed engines throughout the city, which therefore lowers our class rating. Our training facility lost 25% of the ISO score because we do not have a four story high training tower. It was torn down a few years ago because it was unsafe.

Hoskins finished the presentation by saying the LFD has no seat at the table as areas are developed when other elements such as parks, schools and libraries are considered. They do not grow as the city does.

Lane asked how many stations have closed since the Urban County Government merger. Hoskins stated everything is still open. Lane is a strong proponent of relocating current stations as well as adding more to improve response times everywhere. The biggest cost of relocating a station is the building. Lane asked how much it costs to operate a station fully staffed with an engine only and then with an engine and a ladder. Hoskins said about \$650,000 for an engine company fully staffed, \$450,000 for an ambulance and \$685,000 for a ladder company, plus the additional start up costs. Lane highlighted that a lot of the growth is taking place in his district but he wants to improve overall efficiency and enhance response times through-out Lexington while also making sure current stations are in appropriate locations. Hoskins said the stations that are close together are based on population density. He mentioned the last time the ISO visited the LFD was about 20 years ago and that they did not know when the next time they would return but it does not cost the city for their evaluation. Historically, ISO makes an effort to evaluate a department every 10 years.

Lane asked about water supply and the flow rate in the amount of gallons per minute. Hoskins mentioned that the water supply is not the city's to manage and therefore they do not determine the flow rate though the LFD does have a good working relationship with Kentucky American Water and when an inadequate flow rate is identified, they do resolve those issues. Some properties are not even within a half of a mile of a fire hydrant and the LFD has considered acquiring a tanker truck to transport water to those areas.

Clarke said it was obvious this is not new information and asked if a report could be created identifying all the costs associated for the three additional fire stations as well the next step. Akers asked if homeowners' insurance rates go up if they are outside the four minute response time. Hoskins said that ISO uses road miles and that has effected some people. Mason stepped in saying that some insurance companies are using GPS technology based on hydrants and not using ISO for their information. Akers asked how we can be more proactive and less reactive to population growth and if the LFD was talking about this 10 years ago. Hoskins said they always knew they would be short in some of these developing areas but there was no funding and no property to say this is where a station could go. Hoskins said they do have an idea where a station could go that would serve Masterson Station but there have not begun any formal discussions. Currently, the Meadowthorpe station serves all from the West Main Street viaduct to the Scott County line out Leestown Road. Regardless of a new station in the Masterson area, Meadowthorpe's station would still have a need and a district to serve. Akers asked, hypothetically, if there was consent for a new station, how long it would take to get it up and running. Hoskins estimated about one year; if everything falls together really well. Mossotti asked Hoskins to add possible locations and estimated timelines with acquisitions of properties to the report Clarke requested.

4. DEM Emergency Preparedness

Director Dugger came to the podium to present on DEM Emergency Preparedness. She began by saying that Division of Emergency Management touches every part of our community. Emergency preparedness is a never ending circle made up of planning, preparedness, response, recovery, mitigation, then back to planning and so forth, which continues to go around as the Division constantly improves.

Planning must include all the stakeholders and agencies, for example reaching all health related entities. It is more than how we would respond to the citizens, it is also how we would continue daily operations. Planning allows for more resiliency meaning that a community can respond and recover adequately. Planning includes continuity plans, recovery plans, donation management plans, individual agencies plans and implementation plans. DEM also assists with support plans for day cares and schools and approves their emergency response plans. Having knowledge of all available resources to determine what we are capable of is a key element of planning as well as conducting hazard and risk assessments by evaluating the threat and vulnerability. Risks in Fayette County range from tornados, earth quakes, hazardous materials, the BGAD Chemical Stockpile and terroristic threats at public events, etc. It is important to identify critical systems like utilities, health and medical, and transportation and then concentrate on single points of failure. Evaluating consequences also supports more thorough plans for emergencies.

Preparedness plays a large role in planning. The population must be considered. For example, on average, about one third of the population has a disability. It is also important that response agencies train and practice together. Currently DEM has a Monthly Coordinator Training meeting. Evaluations are done following actual events to learn what can be changed or done better and then consider implementation. DEM continuously monitors the weather and other possible threats.

DEM's primary focus for response is the management and coordination of the operation center. We develop and maintain situational awareness to provide information to the Mayor and the Council so priorities can be determined. Dugger noted the 15 core emergency support functions were included in the packet. DEM is also responsible for alert and notification systems, which include 27 outdoor warning sirens and the use of phones and radio as well as social media. Recovery is separated into short term and long term needs. Short term, the first 60 days, are the immediate needs like water, food and power. Long term begins to focus on rebuilding the community and the economy.

Mitigation is the final piece to complete the circle of Emergency Management. Mitigation planning is the effort to reduce the loss of life and property by lessening the impact of disasters. It includes storm water and flood management plans, greenways master plans, hazard mitigation plans and prevention plans.

Motion by Farmer to adjourn. Seconded by Ellinger. Motion passed without dissent.

Meeting adjourned at 3:01 pm.

Submitted by Hilary Angelucci, Legislative Aide.