



Meeting: Village Board
Meeting Date: 3-14-11
Agenda Item: 7a

Mission Statement

Delivering quality services in a courteous, cost-effective and efficient manner.

VILLAGE BOARD MEETING STAFF REPORT

REPORT TO: Burt R. McIntyre, President
Village Board of Trustees

REVIEWED BY:

REPORT FROM: Director of Public Safety Ed Janke

AGENDA ITEM: Purchase of DEO Vehicle

POLICY ISSUE

Should the Village Board utilize a hybrid vehicle that is not “pursuit rated” as a patrol vehicle for utilization by the Directed Enforcement Officer (DEO)?

BACKGROUND INFORMATION

The Village of Howard contracts police services through the Brown County Sheriff’s Department. The Sheriff’s Department provides staffing, while the Village is responsible to provide squad cars and office space under the terms of the agreement. The agreement also suggests that the vehicles provided for patrol purposes, meet “County specifications.” (See the attached contract.)

At the direction of the Board, staff has investigated the potential use of a hybrid type vehicle for patrol purposes. Staff conducted a comprehensive search via the Internet regarding other agencies that are utilizing hybrid type sedans and SUV type vehicles for both intensive patrol and special service applications.

Data was collected via the Internet. In some cases the data was verified through personal contact with the agencies by the telephone. Contact with these agencies was made to address the diverse patrol conditions that law enforcement officers encounter. Anecdotal conversations with the various stakeholders in the hybrid v. non-hybrid patrol vehicle argument suggest that the discussion can be swayed one way or another based on perspective of the desired outcomes. Staff determined that in some communities hybrid vehicles seemed to be “working” for the department and the community while in other communities the hybrid vehicle concept was not necessarily accepted based on safety, equipment conversion costs and total life cycle costs. Based on empirical data provided by the Aspen, CO Police Department as well as the Westwood, NJ department, staff believed that the most feasible hybrid vehicle for police service would be the Toyota Highlander.

Staff prepared a comparative model in which data could be critiqued for the sake of comparing hybrid vehicles and current “pursuit rated” squad cars as well as “special service” vehicles such as the Chevrolet Tahoe and the Ford Expedition. The model addresses a simple life cycle costing methodology. Although there may be other models available for comparison, staff was not directed to conduct a deeper analysis which would address the myriad of other variables that could be considered. This model was presented to the “Go Green Save Green Committee” for consideration.

BACKGROUND INFORMATION - CONTINUED

Staff met with the Command Staff from the Sheriff’s Department, during which the general message conveyed by Sheriff’s staff present was that they were not in favor of the hybrid vehicle concept

since the vehicle was not a “pursuit rated” vehicle. The concerns of Sheriff’s staff were based on officer safety issues that are the result of a vehicle that is manufactured for everyday driving as opposed to a vehicle that is manufactured to withstand the rigors of law enforcement patrol operations. During the meeting it was agreed that Sheriff’s staff would reduce their concerns to a memo that is included in this staff report. (Delain)

Sheriff’s Department staff provided an article from *“Police Fleet Manager”* with a number of suggestions and perhaps insights regarding the use of hybrid vehicles for law enforcement purposes. The article is authored by the staff of *“Police Fleet Manager.”* (Manager)

Staff prepared for distribution a specifications proposal for the Toyota Highlander, following current Village practices. The document was distributed to 6 Toyota dealers in the State of Wisconsin. Only one “Bid Proposal” was returned. This bid was provided by Le Mieux Toyota for a price of \$35,499.00.

The Public Safety – Police 2011 Capital Projects Fund authorizes \$35,000.00 for the purchase of a DEO replacement vehicle. This line item includes all capital expenditures for the vehicle. Other ancillary items will need to be purchased when the current vehicle is replaced, including any necessary upgrades to mounting brackets, siren, lighting, etc. Additionally there is a cost to the Village in terms of upfitting, i.e. mounting the new equipment. Conversely, vehicles manufactured specifically for police purposes include within the specifications items such as wiring harnesses and electrical pickups that allow for efficient fitting of law enforcement related equipment.

Staff could not fully, nor precisely, determine the full cost of the equipment nor the upfit costs since there is no standard or manufactured equipment for non police vehicles. When staff contacted the individual departments with upfitting questions, each department relayed that they used different mounting systems, lights and sirens, which ultimately required their mechanics to fabricate mounts and braces. Concerns for safety were relayed in that mount and brace failure of fabricated equipment could lead to increased liability as opposed to using mounts and braces specifically designed for their intended purposes.

Without the cost of labor for the upfit, staff feels that an additional \$6,000 or more may be necessary to equip the new Toyota Highlander law enforcement vehicle. This figure includes replacing equipment that must be upgraded as well as equipment that has to be replaced because it does not allow for the necessary upfitting.

Sheriff’s Department staff will also require training for the operators of this vehicle. Whether DEO staff or patrol officers, the cost of this training is also a factor in the consideration for the purchase of the Toyota Highlander. Expenses for the training will include compensation for the officer(s) as well as the direct cost and wear to the vehicle. The amount of training time has not been specifically outlined as of the writing of this report.

For the purposes of this report, only the life cycle cost comparisons relating to the initial capital outlay, gas costs and residual value are examined. Please note that the initial capital costs for the Toyota Highlander do not include the funds necessary for the upfit, while the costs for the conversion to another Chevrolet Impala will be negligible. The variable in the following scenarios is the price of gas:

Hybrid Vehicle Comparison @ \$2.75 gal

$\$save = \$gas * Distance (1/GM now - 1/GM imp)$

\$ 2.75	\$ gas - *\$2.75 per gallon
11	GM now - *11 miles per gallon (Impala Squad)
25	GM imp - *25 miles per gallon (Toyota Highlander)
1250	Miles - *1250 per month (Average mileage assuming 75000 over 5 years)

\$ 175.00	Money saved each month for gas mileage
56%	% Better Fuel Efficiency
60	Number of Months
\$ 10,500.00	Gas Savings based on number of months

\$ 2.75	\$ gas - *\$2.75 per gallon
8	GM now - *8 miles per gallon (Tahoe Squad)
25	GM imp - *25 miles per gallon (Toyota Highlander)
1250	Miles - *1250 per month (Average mileage assuming 75000 over 5 years)

\$ 292.19	Money saved each month for gas mileage
68%	% Better Fuel Efficiency
60	Number of Months
\$ 17,531.25	Gas Savings based on number of months

				Difference
\$ 35,499	*2011 Toyota Highlander Fleet Price	\$ 15,000	Residual Value (5 yr.)	\$ 20,499
\$ 28,000	*2011 Chevrolet Tahoe Fleet Price	\$ 12,000	Residual Value (5 yr.)	\$ 16,000
\$ 19,199	*2011 Chevrolet Impala Fleet Price	\$ 7,000	Residual Value (5 yr.)	\$ 12,199
\$ 35,499	Highlander			
\$ 28,000	Tahoe			
\$ 7,499	Initial Capital Outlay Difference			
\$ 35,499	Highlander			
\$ 19,199	Impala			
\$ 16,300	Initial Capital Outlay Difference			
\$ 2,200.00	5 yr. Cost Savings = Highlander v. Impala			
\$ 13,032.25	5 yr. Cost Savings = Highlander v. Tahoe			

Hybrid Vehicle Comparison @ \$3.00 gal

$\$save = \$gas * Distance (1/GM now - 1/GM imp)$

\$ 3.00	\$ gas - *\$2.75 per gallon
11	GM now - *11 miles per gallon (Impala Squad)
25	GM imp - *25 miles per gallon (Toyota Highlander)
1250	Miles - *1250 per month (Average mileage assuming 75000 over 5 years)

\$ 190.91	Money saved each month for gas mileage
56%	% Better Fuel Efficiency
60	Number of Months
\$ 11,454.55	Gas Savings based on number of months

\$ 3.00	\$ gas - *\$2.75 per gallon
8	GM now - *8 miles per gallon (Tahoe Squad)
25	GM imp - *25 miles per gallon (Toyota Highlander)
1250	Miles - *1250 per month (Average mileage assuming 75000 over 5 years)

\$ 318.75	Money saved each month for gas mileage
68%	% Better Fuel Efficiency
60	Number of Months
\$ 19,125.00	Gas Savings based on number of months

				Difference
\$ 35,499	*2011 Toyota Highlander Fleet Price	\$ 15,000	Residual Value (5 yr.)	\$ 20,499
\$ 28,000	*2011 Chevrolet Tahoe Fleet Price	\$ 12,000	Residual Value (5 yr.)	\$ 16,000
\$ 19,199	*2011 Chevrolet Impala Fleet Price	\$ 7,000	Residual Value (5 yr.)	\$ 12,199
\$ 35,499	Highlander			
\$ 28,000	Tahoe			
\$ 7,499	Initial Capital Outlay Difference			
\$ 35,499	Highlander			
\$ 19,199	Impala			
\$ 16,300	Initial Capital Outlay Difference			
\$ 3,154.55	5 yr. Cost Savings = Highlander v. Impala			
\$ 14,626.00	5 yr. Cost Savings = Highlander v. Tahoe			

Hybrid Vehicle Comparison @ \$3.25 gal

$\$save = \$gas * Distance (1/GM now - 1/GM imp)$

\$ 3.25	\$ gas - *\$2.75 per gallon
11	GM now - *11 miles per gallon (Impala Squad)
25	GM imp - *25 miles per gallon (Toyota Highlander)
1250	Miles - *1250 per month (Average mileage assuming 75000 over 5 years)

\$ 206.82	Money saved each month for gas mileage
56%	% Better Fuel Efficiency
60	Number of Months
\$ 12,409.09	Gas Savings based on number of months

\$ 3.25	\$ gas - *\$2.75 per gallon
8	GM now - *8 miles per gallon (Tahoe Squad)
25	GM imp - *25 miles per gallon (Toyota Highlander)
1250	Miles - *1250 per month (Average mileage assuming 75000 over 5 years)

\$ 345.31	Money saved each month for gas mileage
68%	% Better Fuel Efficiency
60	Number of Months
\$ 20,718.75	Gas Savings based on number of months

				Difference
\$ 35,499	*2011 Toyota Highlander Fleet Price	\$ 15,000	Residual Value (5 yr.)	\$ 20,499
\$ 28,000	*2011 Chevrolet Tahoe Fleet Price	\$ 12,000	Residual Value (5 yr.)	\$ 16,000
\$ 19,199	*2011 Chevrolet Impala Fleet Price	\$ 7,000	Residual Value (5 yr.)	\$ 12,199
\$ 35,499	Highlander			
\$ 28,000	Tahoe			
\$ 7,499	Initial Capital Outlay Difference			
\$ 35,499	Highlander			
\$ 19,199	Impala			
\$ 16,300	Initial Capital Outlay Difference			
\$ 4,109.09	5 yr. Cost Savings = Highlander v. Impala			
\$ 16,219.75	5 yr. Cost Savings = Highlander v. Tahoe			

Hybrid Vehicle Comparison @ \$3.50 gal

$\$save = \$gas * Distance (1/GM now - 1/GM imp)$

\$ 3.50	\$ gas - *\$2.75 per gallon
11	GM now - *11 miles per gallon (Impala Squad)
25	GM imp - *25 miles per gallon (Toyota Highlander)
1250	Miles - *1250 per month (Average mileage assuming 75000 over 5 years)

\$ 222.73	Money saved each month for gas mileage
56%	% Better Fuel Efficiency
60	Number of Months
\$ 13,363.64	Gas Savings based on number of months

\$ 3.50	\$ gas - *\$2.75 per gallon
8	GM now - *8 miles per gallon (Tahoe Squad)
25	GM imp - *25 miles per gallon (Toyota Highlander)
1250	Miles - *1250 per month (Average mileage assuming 75000 over 5 years)

\$ 371.88	Money saved each month for gas mileage
68%	% Better Fuel Efficiency
60	Number of Months
\$ 22,312.50	Gas Savings based on number of months

				Difference
\$ 35,499	*2011 Toyota Highlander Fleet Price	\$ 15,000	Residual Value (5 yr.)	\$ 20,499
\$ 28,000	*2011 Chevrolet Tahoe Fleet Price	\$ 12,000	Residual Value (5 yr.)	\$ 16,000
\$ 19,199	*2011 Chevrolet Impala Fleet Price	\$ 7,000	Residual Value (5 yr.)	\$ 12,199
\$ 35,499	Highlander			
\$ 28,000	Tahoe			
\$ 7,499	Initial Capital Outlay Difference			
\$ 35,499	Highlander			
\$ 19,199	Impala			
\$ 16,300	Initial Capital Outlay Difference			
\$ 5,063.64	5 yr. Cost Savings = Highlander v. Impala			
\$ 17,813.50	5 yr. Cost Savings = Highlander v. Tahoe			

Hybrid Vehicle Comparison @ \$3.75 gal

$\$save = \$gas * Distance (1/GM now - 1/GM imp)$

\$ 3.75	\$ gas - *\$2.75 per gallon
11	GM now - *11 miles per gallon (Impala Squad)
25	GM imp - *25 miles per gallon (Toyota Highlander)
1250	Miles - *1250 per month (Average mileage assuming 75000 over 5 years)

\$ 238.64	Money saved each month for gas mileage
56%	% Better Fuel Efficiency
60	Number of Months
\$ 14,318.18	Gas Savings based on number of months

\$ 3.75	\$ gas - *\$2.75 per gallon
8	GM now - *8 miles per gallon (Tahoe Squad)
25	GM imp - *25 miles per gallon (Toyota Highlander)
1250	Miles - *1250 per month (Average mileage assuming 75000 over 5 years)

\$ 398.44	Money saved each month for gas mileage
68%	% Better Fuel Efficiency
60	Number of Months
\$ 23,906.25	Gas Savings based on number of months

				Difference
\$ 35,499	*2011 Toyota Highlander Fleet Price	\$ 15,000	Residual Value (5 yr.)	\$ 20,499
\$ 28,000	*2011 Chevrolet Tahoe Fleet Price	\$ 12,000	Residual Value (5 yr.)	\$ 16,000
\$ 19,199	*2011 Chevrolet Impala Fleet Price	\$ 7,000	Residual Value (5 yr.)	\$ 12,199
\$ 35,499	Highlander			
\$ 28,000	Tahoe			
\$ 7,499	Initial Capital Outlay Difference			
\$ 35,499	Highlander			
\$ 19,199	Impala			
\$ 16,300	Initial Capital Outlay Difference			
\$ 6,018.18	5 yr. Cost Savings = Highlander v. Impala			
\$ 19,407.25	5 yr. Cost Savings = Highlander v. Tahoe			

Hybrid Vehicle Comparison @ \$4.00 gal

$$\text{\$save} = \text{\$gas} * \text{Distance} (1/\text{GM now} - 1/\text{GM imp})$$

\$ 4.00	\$ gas - *\$2.75 per gallon
11	GM now - *11 miles per gallon (Impala Squad)
25	GM imp - *25 miles per gallon (Toyota Highlander)
1250	Miles - *1250 per month (Average mileage assuming 75000 over 5 years)

\$ 254.55	Money saved each month for gas mileage
56%	% Better Fuel Efficiency
60	Number of Months
\$ 15,272.73	Gas Savings based on number of months

\$ 4.00	\$ gas - *\$2.75 per gallon
8	GM now - *8 miles per gallon (Tahoe Squad)
25	GM imp - *25 miles per gallon (Toyota Highlander)
1250	Miles - *1250 per month (Average mileage assuming 75000 over 5 years)

\$ 425.00	Money saved each month for gas mileage
68%	% Better Fuel Efficiency
60	Number of Months
\$ 25,500.00	Gas Savings based on number of months

				Difference
\$ 35,499	*2011 Toyota Highlander Fleet Price	\$ 15,000	Residual Value (5 yr.)	\$ 20,499
\$ 28,000	*2011 Chevrolet Tahoe Fleet Price	\$ 12,000	Residual Value (5 yr.)	\$ 16,000
\$ 19,199	*2011 Chevrolet Impala Fleet Price	\$ 7,000	Residual Value (5 yr.)	\$ 12,199
\$ 35,499	Highlander			
\$ 28,000	Tahoe			
\$ 7,499	Initial Capital Outlay Difference			
\$ 35,499	Highlander			
\$ 19,199	Impala			
\$ 16,300	Initial Capital Outlay Difference			
\$ 6,972.73	5 yr. Cost Savings = Highlander v. Impala			
\$ 21,001.00	5 yr. Cost Savings = Highlander v. Tahoe			

BACKGROUND INFORMATION CONTINUED

Staff has determined that based on the life cycle cost scenarios presented, equipment and training costs included; gas prices would, in all probability, be required to maintain a cost higher than \$4.00 per gallon over the life of the vehicle. Staff has no way to succinctly determine whether the drive, steering and suspension components of this vehicle will provide the mechanical longevity desired of a patrol vehicle; consequently additional or abnormal maintenance costs are unpredictable.

Staff has also determined that, based on anecdotal data, hybrid vehicles in general cut emissions by 25% to 30%. Additionally, the Toyota Highlander offers an 8-year, 100,000-mile component warranty. Finally, in review of the National Highway Traffic Safety Administration (NHTSA), it is noted that the standards for the safety ratings have become more stringent. (See attached safer.gov documents.) Staff has determined that this vehicle would be considered a safe passenger vehicle;

however there is no data to suggest that this vehicle would safely withstand a high-speed rear impact, typical of law enforcement related highway accidents.

Go Green Save Green Mission Statement:

The Village of Howard, Wisconsin Go Green, Save Green initiative is dedicated to identifying ways to provide internal and external cost savings, while providing a sustainable benefit to our economy, ecology, and community.

PRIOR ACTION/REVIEW

The Go Green Save Green Committee has considered and recommended the purchase of a hybrid vehicle for law enforcement use.

FISCAL IMPACT:

- | | |
|------------------------------|------------------|
| 1. Is There A Fiscal Impact? | <u>Yes</u> |
| 2. Is it Currently Budgeted? | <u>Partially</u> |

RECOMMENDED ACTION

Village staff recommends the Village Board consider all information contained within this report and decide whether the purchase of a hybrid vehicle is appropriate for law enforcement patrol purposes in terms of Officer Safety and fiscal responsibility.

If the Village Board agrees with this action, the following motion could be used, *“Motion to purchase a Toyota Highlander Hybrid to replace the DEO vehicle.”*

POLICY ALTERNATIVE(S)

The Village Board could take the following actions:

- Approve with revisions
- Deny the suggested motion
- Table the suggested motion and request additional information

ATTACHED INFORMATION

- I. Chief Deputy Delain Administrative Memorandum #031011
- II. Bid Proposal provided by Le Mieux Toyota
- III. Wisconsin Department of Administration Law Enforcement Vehicle Bids – 2011
- IV. Article – Police Fleet Manager, Hybrid tips from the Experts
- V. NHTSA 2010 Vehicle Crash Rating
- VI. NHTSA 2011 Vehicle Crash Rating
- VII. Current Village of Howard Police Services Contract with the Brown County Sheriff’s Department

Works Cited

- Delain, Chief Deputy Todd. "Toyota Highlander." Administrative Memorandum #031011. Green Bay, Thursday March 2011.
- DeLain, Chief Deputy Todd. "Toyota Highlander." Administrative Memorandum #031011. Green Bay, Thursday March 2011.
- Manager, Police Fleet. "Police Fleet Tips: Hybrid Tips from the Experts." Police Fleet Manager. Hendon Publishing, Accessed 1-13, Provided by Capt. R. Schultz 2001.

SHERIFF'S OFFICE

Brown County

300 EAST WALNUT
P.O. BOX 22003
GREEN BAY, WISCONSIN 54305-4206
PHONE (920) 448-4200 FAX (920) 448-4206



JOHN R. GOSSAGE
SHERIFF

Administrative Memorandum #031011
RE: Toyota Highlander Hybrid SUV

TO: Robert Bartelt
Village of Howard

FROM: Chief Deputy Todd Delain

DATE: 03-10-11

We would like to present the following concerns in follow up to our discussion on the Toyota Highlander SUV being considered for patrol use in the Village:

1. Crash Rating
 - a. This model receives only a "4 Star" NHTSA rating for front crashworthiness and we have not located a rear crash rating if one exists. As you are aware, a significant percentage of our squad crashes (And the most severe) are rear.
2. Roll Over Rating
 - a. This vehicle is not "Pursuit" or "Emergency" rated by the manufacturer. The higher center of gravity creates a greater likelihood of a roll in patrol use.
3. Patrol Worthiness
 - a. The vehicle does not have re-enforced seats nor are they designed with patrol officer's duty belts in mind.
 - b. Rear seats are not designed for prisoner transport.
 - c. No heavy electrical system to accommodate today's patrol equipment demands.
 - d. Our experience has indicated that four wheel drive systems have not shown to hold up well under the demands of daily patrol use. This has resulted in additional mechanical issues that take officers out of service and reduces overall squad availability.
 - e. The police pursuit rated vehicles have been specifically designed for law enforcement use related to equipment and serviceability, the Toyota Highlander was not.
4. Equipment Compatibility
 - a. A console mounted transmission shifter restricts equipment mounting by eliminating one of few remaining areas outside of airbag paths.
 - b. Open rear cargo area will require after market storage system to ensure occupant safety as well as equipment protection. Occupant safety is a

must; therefore a vehicle without a trunk must have a sufficient protective barrier to prevent occupants from equipment stored inside.

5. Assignment Compatibility

a. The DEO, although otherwise assigned, is still a uniformed patrol officer and often utilized in that manner when circumstance dictates. Traffic incident management on the highway, emergency response to officer requests for assistance still require a vehicle that is mission specific to ensure the safety and efficiency of the officer. The Toyota Highlander does not handle the same as a police pursuit rated vehicle.

6. Training Responsibility - Officer(s)

a. As the vehicle dynamics are significantly different, we will require that the officer receive emergency vehicle operations training with that specific vehicle. The vehicle used and expenses related to that training will have to be covered by the Village of Howard.

b. Based on the training results, the Village of Howard must understand that the Brown County Sheriff's Office may place restrictions, such as speed and use, on that vehicle. The speed and use restrictions for a deputy operating the Toyota Highlander on duty will be made by the Sheriff.

7. Training Responsibility - Mechanical

a. According to Police Fleet Manger Magazine, May 2010, a Hybrid Safety Protocol should include at least familiarity between the vehicles standard electric system vs. the high voltage system, high voltage danger and spotter system training as well as personal protective equipment for mechanics. We understand that specific mechanical issues are for the Village of Howard to deal with; however any hybrid operator safety issues will require training for the deputy at the Village's expense. .

We most certainly understand a four wheel drive vehicle would be advantageous in a handful of days each year due to weather. My concern is that advantage is outweighed by its safety and efficiency shortfalls in day to day patrol use. It is our opinion that the current duties of the DEO II, are not best served by a Toyota Highlander.

As always, I appreciate your time and consideration. Please contact me at your convenience should you have additional questions or concerns.

Sincerely,



Todd J. Delain

Chief Deputy
Brown County Sheriff's Office
300 E. Walnut Street
P. O. Box 22003
Green Bay, WI 54305-2003
(920) 448-4202
(920) 448-4206 Fax
Delain_TJ@co.brown.wi.us

BID PROPOSAL

In compliance with the Notice to Bidders, and subject to all the conditions thereof, the undersigned offers and agrees, if this bid is accepted within 14 days from the date of purchase order to furnish the articles described below within 70 days, at the following price:

TOYOTA HIGHLANDER HYBRID: \$ 35,499

1. Total price for Toyota Highlander Hybrid, and Delivered F.O.B. Howard Wisconsin

\$ 35,499 *

* THIS PRICE DOES NOT INCLUDE TITLE, REGISTRATION AND LICENSE PLATES FEE IF NEEDED.

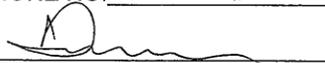
The Village reserves the right to reject any or all of the offers on proposal, or to accept any bid or portion of the bid.

BIDDER LE MIEUX TOYOTA

ADDRESS 2550 S. ONEIDA

TELEPHONE NO. 920 496 2200

CITY GREEN BAY, WI

BY 
(Signature of person authorized to sign this bid)

TITLE SALES CONSULTANT

DATE 01-07-2011

ACCEPTANCE BY THE VILLAGE OF HOWARD

Date

Robert J. Bartelt, / Clerk

NOTE TO SECTION XII
PARTS LIST AND SHOP MANUAL NOT AVAILABLE.



**WISCONSIN DEPARTMENT OF
ADMINISTRATION**

JIM DOYLE
GOVERNOR

DANIEL J. SCHOOFF
SECRETARY

Division of Enterprise Operations
State Bureau of Procurement

101 East Wilson Street, 6th Floor

Post Office Box 7867

Madison, WI 53707-7867

Voice (608) 266-2605

Fax (608) 267-0600

<http://vendornet.state.wi.us>

Date: November 30, 2010

To: Bidders for MY 2010 or Newer Law Enforcement Vehicles

From: Steven Slawny, Procurement Specialist
State Bureau of Procurement

Subject: Notice to Extend Contracts: RFB 28005-SL: Law Enforcement Vehicles Model Year 2010 or Newer contract 15-07006-902 through the 2011 or Newer Model Year.

Enclosure: Law Enforcement Bid RFB 28005-SL Abstract

The State of Wisconsin, as represented by the Department of Administration, State Bureau of Procurement, has extended the contracts for all of the line items in the above referenced RFB. As indicated below, the following bid item numbers have increased in price: 2, 6, 7, 8, 9 and 12. Awards are based on the lowest, responsive, responsible bidder judged to be in the best interest of the State. This is a notice to award and it does not constitute a contractual commitment. Purchase orders will be executed by the state agencies and municipalities.

RFB Item #	Commodity Code	Vehicle Type	Make	Model/Fuel Type	Vendor	Bid Price
1	07006-300-10	Police Cruiser	Ford	Crown Victoria (E85)	Ewald Hartford Ford Scott Kussow 262-567-5555	\$21,275
2	07006-315-10	Police Cruiser	Dodge	Charger (Gas)	Ewald Chrysler Jeep Dodge Scott Kussow 262-567-5555	\$22,036
3	07006-325-10	Police Cruiser	Chevrolet	Impala (E85)	Ewald Chevrolet Scott Kussow 262-567-5555	\$19,199
4	07006-400-10	Two Door V6	Ford	Mustang (Gas)	Ewald Hartford Ford Scott Kussow 262-567-5555	\$19,143
4	07006-400-10	Two Door V6	Dodge	Challenger (Gas)	Ewald Chrysler Jeep Dodge Scott Kussow 262-567-5555	\$20,262
4	07006-400-10	Two Door V6	Chevrolet	Camaro (Gas)	Ewald Chevrolet Scott Kussow 262-567-5555	\$23,408
5	07006-425-10	Two Door V8	Dodge	Challenger (Gas)	Ewald Chrysler Jeep Dodge Scott Kussow 262-567-5555	\$27,413
5	07006-425-10	Two Door V8	Chevrolet	Camaro (Gas)	Ewald Chevrolet Scott Kussow 262-567-5555	\$30,511
5	07006-425-10	Two Door V8	Ford	Mustang (Gas)	Kayser Ford Tim Askey 608-276-0253	\$25,227
6	07006-450-10	Four Door V6	Ford	Taurus (Gas)	Ewald Hartford Ford Scott Kussow 262-567-5555	\$19,122
6	07006-450-10	Four Door V6	Chrysler	300 (Gas)	Ewald Chrysler Jeep Dodge Scott Kussow 262-567-5555	\$25,374
6	07006-450-10	Four Door V6	Chevrolet	Impala (E85)	Ewald Chevrolet Scott Kussow 262-567-5555	\$17,648
6	07006-450-10	Four Door V6	Dodge	Charger (Gas)	Ewald Chrysler Jeep Dodge Scott Kussow 262-567-5555	\$23,456

RFB Item #	Commodity Code	Vehicle Type	Make	Model/Fuel Type	Vendor	Bid Price
7	07006-475-10	Four Door V8	Ford	Crown Victoria (E85)	Ewald Hartford Ford Scott Kussow 262-567-5555	\$23,468
7	07006-475-10	Four Door V8	Chrysler	300 (Gas)	Ewald Chrysler Jeep Dodge Scott Kussow 262-567-5555	\$32,188
7	07006-475-10	Four Door V8	Dodge	Charger (Gas)	Ewald Chrysler Jeep Dodge Scott Kussow 262-567-5555	\$26,694
8	07048-340-10	SUV 4x2 V8 Special Service	Ford	Expedition (Gas)	Kayser Ford Tim Askey 608-276-0253	\$23,368
8	07048-340-10	SUV 4x2 V8 Police Cruiser	Chevrolet	Tahoe (E85)	Ewald Chevrolet Scott Kussow 800-837-9191	\$24,561
9	07048-350-10	SUV 4x4 V6	Jeep	Grand Cherokee (Gas)	Ewald Chrysler Jeep Dodge Scott Kussow 262-567-5555	\$27,558
10	07048-375-10	SUV 4x4 V8 Special Service	Ford	Expedition (E85)	Kayser Ford Tim Askey 608-276-0253	\$25,492
10	07048-375-10	SUV 4x4 V8 Special Service	Chevrolet	Tahoe (E85)	Ewald Chevrolet Scott Kussow 800-837-9191	\$27,763
11	07048-600-10	½ Ton Pickup Ext. Cab	Ford	F150 (Gas)	Ewald Hartford Ford Scott Kussow 262-567-5555	\$19,811
11	07048-600-10	½ Ton Pickup Ext. Cab	Dodge	Ram 1500 (E85)	Ewald Chrysler Jeep Dodge Scott Kussow 262-567-5555	\$19,959
12	07048-600-35	½ ton Pickup Crew Cab	Dodge	Ram 1500 (E85)	Neuville Motors Chris Klein 715-256-2961	\$22,582
13	07048-750-10	¾ Ton Pickup Ext. Cab	Ford	F250 (Diesel)	Ewald Hartford Ford Scott Kussow 262-567-5555	\$29,874
13	07048-750-10	¾ Ton Pickup Ext. Cab	Chevrolet	Silverado 2500 (Gas)	Ewald Chevrolet Scott Kussow 800-837-9191	\$22,376
*13	07048-750-10	¾ Ton Pickup Ext. Cab	Ford	F250 MY2011 (Bio Diesel)	Ewald Hartford Ford Scott Kussow 262-567-5555	\$31,446
14	07048-750-35	¾ Ton Pickup Crew Cab	Dodge	Ram 2500 (Bio Diesel)	Ewald Chrysler Jeep Dodge Scott Kussow 262-567-5555	\$29,790
*14	07048-750-35	¾ Ton Pickup Crew Cab	Dodge	Ram 2500 (Gas)	Ewald Chrysler Jeep Dodge Scott Kussow 262-567-5555	\$23,239

Please contact Steven Slawny at 608-266-8024 or Email at: steve.slawny@wisconsin.gov regarding any questions about this notice.



Police Fleet Tips: Hybrid Tips From the Experts

Written by PFM Staff

Police departments that use mid-size hybrids for patrol have some advice for other departments. At the 2009 Police Fleet Expo in Milwaukee, Joe Stehlik of the Middlefield, Ohio, Police; Dan Augustin of the Bloomington, Ill., Police; and Bob Martinez of the New York Police Department had some advice for departments considering the use of hybrid vehicles.

Do your homework. Know the difference between a "mild" hybrid that does not electrically propel the vehicle and a "full" hybrid that does. Expect to be pressured from elected officials to "go green," even with lower fuel prices. Plan ahead. Expect to pay \$3,500 for the hybrid feature, and do not expect to have that paid back with lower fuel use during the three-year (average) service life of a police vehicle.

Heads-up on the vehicle size and roominess: Without exception, hybrid vehicles are smaller in passenger space and, due to the battery pack, much smaller in cargo space. Expect this.

These retail hybrid vehicles will not have heavy-duty seats or rear vinyl seats and will all have retail-oriented center consoles with floor-mounted gear selectors. One agency spent \$1,000 per vehicle changing seats when the retail seats were quickly worn out by duty belts and gun butts.

Determine ahead of time when to use the hybrid vehicle. Some uses, like code enforcement, are perfect. Most patrol uses are not appropriate. Particularly good applications are for code and parking enforcement and supervisor use. Patrol calls for service are not nearly as suitable for two reasons: first, because of the smaller size of all hybrid vehicles, and second, because hybrid vehicles are best used in situations of constant stop-and-start driving.

The hybrids will not have heavy-duty, police-oriented alternators and cranking batteries. Use LED emergency lights, of course. However, also use LED lights for wig-wags, instead of the halogen headlights. Contrary to expectations, hybrid vehicles are no big deal to upfit. Use the 12-volt system. Don't use the 36-volt, 275-volt or 330-volt systems. Stay away from heavy gauge orange wires and cables.

★ Develop a special hybrid safety protocol for your maintenance techs. This should include high voltage danger training and spotter or buddy system protocols. It should also include high voltage Personal Protective Equipment, like rubber or insulated gloves. The hybrid's high voltage is serious. ★

Contrary to some concerns, the hybrid's complexity has not increased maintenance costs. In fact, because all hybrids use regenerative braking, the front brake pad life may greatly improve. Instead of changing front pads at 6K-8K miles, one agency is changing the front brakes on its hybrid sedans at 12K-15K miles in the same citywide patrol use. And most hybrid drivetrains are covered by a 100K-mile warranty.

Finally, hybrid vehicles are not pursuit-rated and have none of the heavy-duty police components. From a liability viewpoint, the department and police union must buy into the fact that these are not "police" vehicles.

Originally Printed in Police Fleet Manager Magazine, May 2010



SEARCH

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Print

2010 Toyota Highlander Hybrid 4-DR. w/SAB

	Driver Side	☆☆☆☆☆
	Passenger Side	☆☆☆☆☆
	Driver Side	☆☆☆☆☆
	Passenger Side	☆☆☆☆☆
	4x2	☆☆☆☆☆
	4x4	☆☆☆☆☆



Vehicle Test Weight: 4265 lbs.

Safety Issues		Safety Features	
Recalls	Investigations	Complaints	Service Bulletins
Yes	No	Yes	Yes

Frontal Crash	Side Crash	Rollover
<p>Driver</p> <p>Rating: ☆☆☆☆☆</p> <p>Learn more about the Driver Rating</p>	<p>Passenger</p> <p>Rating: ☆☆☆☆☆</p> <p>Learn more about the Passenger Rating</p>	<p>Image Not Available</p> <p>Video Not Available</p>

New Search

Search by Model (year optional)

--select make-- --select model-- year

Search by Class

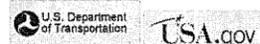
--select class--

Search by Manufacturer

--select manufacturer--

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2011 Search Results by Model

Filter results by year: 2011

Explanation of 1990-2010 compared to 2011

Starting with 2011 models, NHTSA has introduced tougher tests and rigorous new 5-Star Safety Ratings that provide more information about safety feature performance and crash avoidance technologies. Because of the more stringent tests, 2011 -newer model ratings are not comparable to 1990-2010 vehicles.

Year/Make/Model	Overall	Frontal Crash	Side Crash	Rollover	Recommended Technologies	Compare
2011 Toyota Highlander HV SUV AWD	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆		

Displaying 1-1 of 1 Results

Key Electronic Stability Control Forward Collision Warning Lane Departure Warning

2011-Newer Comparison List
 Add results to comparison list by clicking Add next to the result.
 2011 Toyota Highlander HV SUV AWD

New Search

Search by Model (year optional)

--select make-- --select model-- year Search by Class --select class-- Search by Manufacturer --select manufacturer--

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**VILLAGE OF HOWARD
POLICE SERVICES CONTRACT**

MEMORANDUM OF AGREEMENT made this 10th day of NOVEMBER 2008 by and between the VILLAGE OF HOWARD, a municipal corporation, in Brown County, Wisconsin (hereinafter referred to as "Village"), and BROWN COUNTY, a municipal corporation of the State of Wisconsin (hereinafter referred to as "County.")

WHEREAS, the Village is required to provide its own police protection services but does not have its own police department and does now contract with the County for the furnishing of such services under the provisions of 61.65, Wisconsin Statutes, and other provisions of law, and wishes to continue to contract with the County for such services; and the County does now furnish police protection services throughout Brown County, Wisconsin, and represents that it can and is willing to provide the Village with additional such services; now then,

IN CONSIDERATION OF the mutual covenants and promises hereinafter set forth, and other good and valuable consideration, the receipt of which is acknowledged by both parties, it is agreed that the County will provide full-time police services to the Village from the 1st day of January, 2009 to the 31st day of December 2012.

IT IS FURTHER AGREED:

1. The Village shall pay to the Brown County Treasurer one-fourth (1/4) of the total annual amount due for said services quarterly, in advance within 15 days of the end of the previous quarter except the payment for the fourth quarter which will be made by year's end. The annual amount due are set forth in Attachment A and Appendix B.

In the event Brown County enters into a Police Services Contract with another municipality the terms of which are more favorable than this Agreement, this Agreement will be amended to incorporate those terms and conditions as of the effective date of the other Agreement.

2. The Village is designated as a separate and distinct section within the system utilized by the County which divides the county in geographical sections for the purpose of supervising police activities within the county; and that the assignment of officers to the Village from the Brown County Sheriff's Department shall be at the discretion of said Department, but shall be made on the same basis as assignments by the Sheriff's Department to other sections of the county, provided however that the hours of each daily shift shall be mutually agreed upon by the Brown County Sheriff's Department and the Village.

That the provisions of the preceding paragraph notwithstanding, no officer shall be assigned by the County to full-time police services in the Village without the prior written approval of the Village, which approval shall not be unreasonably withheld. The Village Administrator shall be notified in writing prior to January 1st of each contract year the names of the officers who have posted for the Howard assignment. In the event that this approval is withheld, written notice of the basis for disapproval shall be given to the County, which shall give copies of such notice to the officer and his collective bargaining unit, and the officer shall be immediately suspended from performing full-time police services for the Village. If it should be later determined that the basis for the Village's disapproval of an officer is unfounded or is without just cause, the County as its discretion may return such officer to full-time police services in the Village and the Village shall be held harmless. The County may use an officer who is not approved for full-time police services in the Village, to perform services within the Village other than under the terms of this agreement, or to temporarily perform police services in the Village.

3. The phrase "full-time police services" shall mean the actual costs as set forth in Appendix B, and the assignment by the County of a sufficient number of certified sworn officers from its Sheriff's Department so as to provide the Village with police protection for twenty-four (24) hours per day, seven (7) days a week.

Full-time police services also includes; investigative functions, supervision, and record keeping functions. Services may also include (as necessary) K-9 patrol and searches, and Emergency Response Unit (ERU) activities.

4. All arrests made, summonses served and/or citations issued by officers assigned to the Village to perform full-time polices services:
 - a. For violations of State Statutes *not adopted by the Village* or County ordinances, *not covered by Village ordinances, (criminal felony matters)* shall be handled and processed in the same manner as other county arrests; and
 - b. For violation of Village ordinances *and Village adopted State Statutes, (civil, non-felony matters)* shall be handled by the Village authorities and processed in the Village Municipal Court by the Village Attorney. Where there may be a choice of law, priority shall be given to charging a violation of a Village ordinance *or a Village adopted State Statute.*
5. The Chief Deputy and/or designee, mutually agreed upon by both parties, shall act as the contract administrator for the County and shall:
 - a. Serve as the point of contact for all activities in the Village and disseminate information of those activities as he/she deems necessary, and

- b. Be knowledgeable of community affairs and attend Village Board and committee meetings as *deemed necessary by the Village Board.*
 - c. A Patrol Lieutenant mutually agreed upon by both parties shall be assigned as Liaison to the Village and shall attend the monthly Village Board meetings *if requested by the Village Board or if the Patrol Lieutenant is desirous of attending.*
6. In the event the parties cannot agree on terms and conditions for a new or a renewal agreement by December 1, 2012, this agreement shall be extended for one (1) year on the same terms and conditions, except for the right to renew or extend, and the annual sum to be paid by the Village to the County shall be computed as follows: the annual sum shall be determined by dividing the 2012 contract amount by the United States Department of Labor Consumer Price Index - United States City Average for all urban consumers (CPI -U; base year 1982-84 = 100) for the month of October 2011, then multiplying that amount by the comparable index number for the month of October 2012, which sum shall be the annual sum due in 2013.

This agreement shall be for a 4-year term, commencing January 1, 2009 and ending December 31, 2012 unless terminated in accordance with the provisions hereof; and that either party shall have the right to terminate this agreement at any time on one (1) year's prior written notice to the other, either personally delivered or sent by certified U.S. mail postage prepaid to the County Clerk (if notice is given by the Village), or to the Village Clerk-Treasurer (if notice is given by the County), except that in no event can this contract be terminated prior to December 31, 2009.

IT IS FURTHER AGREED BY THE COUNTY:

That the Sheriff or his/her designee shall promptly and timely notify the Village Administrator, or in his/her absence the Village President of each occurrence of serious incidents, and/or police action to be taken by the County and/or other law enforcement personnel within the Village of Howard. What constitutes a "serious incident" shall include but not be limited to homicides, sexual assaults, suspicious deaths, gang-related activity, taking of hostages, kidnappings and riots or escapes from the Green Bay Correctional Institution.

1. Officers assigned to the Village shall be properly trained and supervised. Such training shall include an orientation session to provide the officers with specific knowledge of the Village, such orientation materials to be supplied by the Village.
2. The County will supply all necessary personal equipment for the officers assigned to the Village, including guns, ammunition, portable radios and soft body armor.
3. To provide a properly equipped squad car owned by the County in the event that the squad car(s) provided by the Village are unavailable because of damage, repair, maintenance or destruction.

4. Officers assigned to the Village shall have use of all communications equipment, official records and files of the County except when there is a compelling need for the County to maintain confidentiality.
 5. The County shall provide the Village with the following reports on a monthly basis:
 - a. Incident Report *Analysis*
 - b. Ticket Issued Report
 - c. Accident Activity Report
 - d. Adult Arrest Report
 - e. Juvenile Arrest Report
 - f. Time of Day Activity Report
 - g. Other reports as they become available
 6. To provide the use of breathalyzer/intoxilyzer devices, on the same basis as they are available to other geographic sections of the County.
 7. To fully and timely provide all services, equipment, materials and devices contemplated by this agreement, and not to withhold providing any of the same during the term or any renewal or extension hereof, except for cause beyond the control of the County; and to make available to the Village, the County Sheriff's Department Records Section personnel to enter and maintain as part of the County's data bank, bicycle registrations and any other data which the Village deems necessary to properly and reasonably carry out the statutory duty of police protections.
 8. The County shall provide necessary officers as relief and/or replacement during the absence or after termination of an officer regularly assigned to the Village, in accordance with all terms and conditions of this agreement.
 9. Officers assigned to the Village shall be provided with fringe benefits on the same basis as provided to other sworn officers of the Brown County Sheriff's Department.
 10. The Village shall be named as an additional insured in the County's liability and umbrella insurance policies for purposes of providing insurance protection for the Village against liability connected with the services to be provided pursuant to this agreement.
 11. That all officers to the Village, at all times shall be and remain employees of the County, and shall not be deemed employees or agents of the Village; and that the County shall fully indemnify and hold harmless the Village from any liability for defense expenses and for damages to person or property caused by an act or omission of a County employee in furtherance of the provisions of this agreement, to the extent that the same are not covered by insurance.
-

IT IS FURTHER AGREED BY THE VILLAGE:

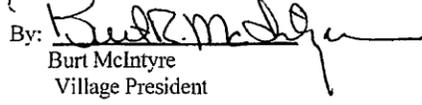
1. The Village will provide at its expense a properly marked squad car(s) equipped to County specifications which include at a minimum; an electronic siren, a 2-way police radio, a red and blue light bar, an oxygen unit and a fire extinguisher. All equipment added to the squad car(s) shall be approved by the Patrol Division Director of the Brown County Sheriff's Department. Maintenance and repair of the squad car(s) shall be the responsibility of the Village.
2. All vehicles removed or impounded pursuant to the Municipal Code of the Village shall be disposed of by the County, the Village shall reimburse the County for all costs of such removal, impoundment and disposal which are not covered upon disposal.
3. All patrol officers regularly assigned to the Village shall have a minimum of one (1) year law enforcement experience to maintain continuity of law enforcement within the community, unless both parties agree to waive the one (1) year requirement.
4. The Village shall provide all necessary arrest citations, affidavits, and other incidental and necessary forms for use of and by the officers assigned to the Village.
5. The Village shall provide automobile liability insurance covering the operation, maintenance and use of the squad car(s) provided by the Village in an amount of not less than \$1,000,000 combined single limit for bodily injury and property damage, or such other amount as may hereafter be determined to be the maximum amount to be able to be recovered from either the Village or the County by statute, whichever sum is lesser, with the County named as an additional insured.
6. The Village will fully indemnify and hold harmless the County from any liability for defense expenses and for damages to person and property caused by any act or omission of an Howard employee in furtherance of the provisions of this agreement to the extent that the same are not covered by insurance.

This document constitutes the full and complete agreement by and between the parties and shall not be amended except in writing signed by the parties and attached hereto.

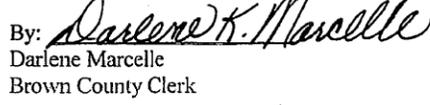
Attachment A and Appendix B are attached hereto and made part of this Agreement.

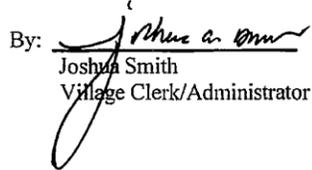
IN WITNESS WHEREOF, this contract has been executed in duplicate, originals as of the day and year above written.

VILLAGE OF HOWARD

By: 
Burt McIntyre
Village President

COUNTY OF BROWN

By: 
Darlene Marcelle
Brown County Clerk

By: 
Joshua Smith
Village Clerk/Administrator