



Agenda Item No. 10g.

Staff Report

Date: June 16, 2022
To: Mayor Elizabeth Robbins and Council Members
From: Raffaello Pata, Police Chief
Subject: Replacement of Patrol Utility Vehicle

Recommendation

It is recommended that the Town Council:

1. Authorize the Town Manager, or her designee, to purchase one 2022 Ford F-150 Lightning utility vehicle for a cost not-to-exceed \$67,000; and
2. Appropriate \$67,000 from the Equipment and Facilities Fund to purchase one 2022 Ford F-150 Lightning utility vehicle.

Background and discussion

The Police Department had a 2013 Ford Taurus Police Interceptor patrol vehicle (Unit 624) that needed a significant repair to its steering component estimated to cost \$4,197. In addition, the windshields on Unit 624 were starting to delaminate and would require replacement in the coming year. The Kelly Blue Book valuation for this type of patrol vehicle was not much higher than the cost to repair it therefore Unit 624 was decommissioned in April of 2022 and sent to auction. The Town received approximately \$5,000 for the sale of this vehicle.

It is now necessary to replace the vehicle. Staff evaluated the Police Department's operational needs and determined that the purchase of a utility vehicle would best serve its needs. A utility vehicle has a crew cab to accommodate prisoner transportations and also has the ability and versatility of a truck bed. A utility vehicle will allow police staff to enhance Town capability in assisting the Department of Public Works with transporting barricades during storms, possible light firefighting tools for first responders, and has all-wheel capability that would enable officers to assist the Water District Rangers in accessing areas in town that are part of the watershed.

Furthermore, staff recommends transitioning away from the purchase of traditional gasoline powered patrol cars to reduce the Town's carbon footprint which complies with the Town's 2010 Climate Action Plan. More specifically, Item 8, on page 20 of the 2010 Climate Action Plan document, recommends the lease or purchase of low or zero emission police vehicles (See attached excerpt from the 2010 Climate Action Plan). With the objective of transitioning to an electric patrol utility vehicle, staff evaluated the options available for purchase and recommend the purchase of an electric powered 2022 Ford F-150 Lightning pickup truck. The electric patrol utility vehicle will be charged at an electric vehicle charger located on site behind Town Hall which is connected to the emergency generator.

The Police Department purchases vehicles through vendors that meet the State of California's competitive bidding process. The attached quote was received from such a vendor, Priority 1 Public Safety Equipment Installation Inc., operating out of Belmont, California. The total cost of the electric 2022 Ford 150 Lightning utility vehicle including the required associated equipment to make it ready for emergency response is \$67,000. The purchase of this vehicle will also generate a significant annual savings that will be realized in the elimination of gasoline purchases. Priority1 is the public safety vehicle vendor that currently upfits, maintains and repairs the Town's police vehicles. The vehicle's electric battery is under warranty for 8 years or 100,000 miles.

Fiscal, resource and timeline impacts

There are sufficient funds in the Equipment and Facilities Fund for this purchase. The purchase of an electric patrol utility vehicle will result in an annual savings of approximately \$1,700 due to the elimination of gasoline costs.

Alternative actions

Purchase a gas-powered vehicle.

Environmental review (if applicable)

N/A

Attachments

- Priority 1 Quote
- Excerpt from Climate Action Plan of 2010



**Priority 1 Public Safety
Equipment Installation Inc.**

425 Harbor Blvd. #6
Belmont, CA 94002-4048
TEL: (650) 654-9900
FAX: (650) 654-9947

Estimate

Date	Estimate #
5/2/2022	3246

Name / Address
Town of Ross PO Box 320 31 Sir Francis Drake Blvd. Ross, Ca 94957

Attention
Chief Ralph Pata

Vehicle#	Terms	Rep
F-150 Lightning	Net 30	Marc

Item	Description	Qty	Total
W1E	F-15- Lightning, BEV PRO CC 4X4 with the following options: (17V) Tow Tech Package, (47R) Floor Liner, Tray Style, (96W) Spray-In Bedliner	1	45,594.75T
Tire Fee	Ca. Tire Tax Fee	1	8.75T
Misc	Doc Fee	1	85.00T
Misc	License Fee	1	31.00T
PRI-KIT	Wire harness-Relays, diodes, connectors, hardware etc.	1	650.00T
C3100U	Code 3 100w siren speaker with universal mounting bracket	1	181.65T
PDU-8S	Power Management System	1	263.25T
BK2019FDT15F150	Setina pushbumper for 20122 F-150 with 4 Whelen Ions. Red on driver / blue on passenger	1	943.65T
21TRPL47MC-ALRC	Code 3 2100 Red/Wht & Blue/Wht with Flood Feature and Arrowstick	1	2,400.00T
Z3	Code 3 Z3 siren controller	1	962.50T
C-ARM-101	Armrest	1	80.00T
C-MD-202	Havis tilt/swivel adaptor for laptops and keyboards	1	66.56T
C-SM-SA-1	Swing arm for keyboard mount	1	110.00T
C-1800	Havis Shield 18" console	1	260.60T
AC-BH95	Troy dual external cup holder	1	48.60T
GK10301S1U	Setina partition mounted dual gun rack with T-Rail. One universal and one shotgun lock	1	386.50T
22051	Cigarette charger cord for flashlight sleeve	1	8.05T
22052	Flashlight charger sleeve	1	8.50T
MB8U	RG58 Coax antenna cable.	1	16.10T
Subtotal			
Sales Tax (8.5%)			
Total			



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F-150 Lightning	Net 30	Marc

Item	Description	Qty	Total
CMUHF58	Mini UHF antenna connector.	1	5.50T
ELUC3H010 R	Sound Off Hide-a-Way L.E.D, RED	1	85.00T
ELUC3H010 B	Sound Off Hide-a-Way L.E.D, BLUE	1	85.00T
EMPS2STS4D	Sound Off Mpower red/white stud mount (prisoner area)	1	113.00T
EMPS2STS4D	Sound Off Mpower red/white stud mount (rear bumper)	1	113.00T
EMPS2STS4E	Sound Off Mpower blue/white stud mount (rear bumper)	1	113.00T
EMPS2STS3R	Sound Off Mpower red stud mount (rear door window bar)	1	105.70T
EMPS2STS3B	Sound Off Mpower blue stud mount (rear door window bar)	1	105.70T
2150A	Whelen headlight flasher	1	52.26T
Misc	Driver and passenger side spotlights, LED, Black housing, with bracket	1	600.00T
PK0228FDT15F150	Setina 10VS C2 Partition for 2022 Ford F-150	1	949.00T
WK0595FDT15F150	Polycarbonate Window Barriers for 2022 Ford F-150	1	285.00T
WK0595FDT15F150P	Polycarbonate rear window barrier for 2022 Ford F-150	1	285.00T
Labor	Drill 'A' Pillar and install spotlights	1	700.00
Labor	Install and wire emergency equipment, police radio, gunlock system and computer	1	4,800.00T
Freight	Freight	1	380.00T

Subtotal	\$60,882.62
Sales Tax (8.5%)	\$5,115.52
Total	\$65,998.14

3.3 Land Use and Transportation

Transportation and land use development are strongly interrelated. The more suburban the development (i.e., low density housing which causes residents to live further from urban centers), the less viable are mass transit systems and other alternative modes of transportation such as walking or biking, and the more dependent residents become on the automobile. Studies have shown that people who live near transit drive between 20 and 40% less and that low-density suburban development generates twice as much GHG emissions per capita than a more dense urban development pattern. As a result, the transportation sector is one of the largest sources of GHG emissions. Though Marin County is known for its environmental consciousness, it is also known for its low-density developments, larger homes, multi-vehicle households, and consumerism. It also ranks among the highest in the U.S. in terms of per capita GHG emissions.

Schools in Marin County also generate a high number of vehicle trips. According to the Transportation Authority of Marin, 21% of all AM peak hour trips are home-to-school trips. While a 2009 Safe Routes to School survey shows 27% of Ross School students walk to school and 15% bike to school, more students could be encouraged to walk or bike to school through safety enhancements and an expanded bike and pedestrian network.

Table 7: Section 3.3 Community Mitigation Measures

Mitigation Measures for Community			GHG Reductions (Metric Tons)
Measure			
3.3.C1	Encourage Workforce Housing and Transit-oriented Development		25
3.3.C2	Increase Walking and Biking for Local Trips		143
3.3.C3	Increase Public Transit Use		292
3.3.C4	Increase Ridesharing		62
3.3.C5	Accelerate Adoption of Electric Vehicles		146
	TOTAL		669
	% Reduced from 2005 Levels		5.3%

Table 8: Section 3.3 Government Operations Mitigation Measures

Mitigation Measures for Government Operations				
Measure	Cost to Implement	Annual Savings	GHG Reductions (Metric Tons)	
3.3.G1	Replace Town Vehicles with Electric Vehicles	As Replaced	n/a	5.0
3.3.G2	Town Employees Commute by Alternative Means of Transportation	Cost of incentive Chosen	n/a	8.8
3.3.G3	Replace Police Patrol Cars with More Fuel-Efficient Vehicles	As Replaced	\$7,000	17.7
	TOTAL			31.6
	% Reduced from 2005 Levels			13.3%

Recommended Actions

1. Reduce GHG emissions through the General Plan and project review processes.
 - a. Promote compact and efficient development, such as orienting new development to capitalize on access to public transportation and local services and shopping.
 - b. Encourage a “balanced” community, where residents do not have to travel long distances for service needs.
 - c. Promote the development of workforce housing for local employees and second units for in-home providers of childcare, healthcare and building and grounds maintenance.
 - d. Make reductions in vehicle miles traveled (VMT) and the use of alternative transportation high-priority criteria in the evaluation of policy, program and project alternatives.
2. Encourage bicycling and walking as a safe and efficient means to travel around Ross.
 - a. Provide and maintain Class I, II and III bikeways as identified in the Ross Bicycle and Pedestrian Plan.
 - b. Improve bicycle and pedestrian safety at intersections and install bicycle loop detectors at signalized intersections to help cyclists trip the traffic signal.
 - c. Install traffic calming measures to control speeding and improve pedestrian and cyclist safety.
 - d. Implement “Complete Streets” policies to ensure the needs of bicyclists, pedestrians and the disabled are considered in the transportation element of any new capital improvement or development project.
 - e. Install sidewalks and pathways where feasible.
 - f. Provide bicycle racks and lockers at public destinations and establish bicycle parking requirements for private developments.
 - g. Provide bicycle parking at large Town-sponsored events and encourage hosts of large events to do the same.
 - h. Encourage employers to provide bicycle parking and shower and changing facilities for employees in their development plans and as a component in all commute and traffic demand management programs.
 - i. Promote “Share the Road” strategies to improve bicycle safety and improve compliance with traffic laws.
 - j. Participate in programs that encourage bicycling and walking, such as Safe Routes to School programs.
3. Support and promote public transit.
 - a. Work with neighboring cities, regional transit providers and the Transportation Authority of Marin to increase both the frequency and types of transit services available to Ross residents, employees and visitors.
 - b. Work with transit providers to construct and improve bus shelters at existing bus stops.
4. Support and promote ridesharing and car sharing programs.
 - a. Encourage the creation of a system to facilitate informal carpools for Ross commuters.
 - b. Promote ridesharing programs, such as SchoolPool Marin and 511 Rideshare.
 - c. Work with the County to develop a community car sharing program, when determined to be feasible.
5. Educate residents and employees about the health and environmental benefits of walking, cycling, taking public transit and ridesharing, and provide information to assist in these modes of travel (e.g., information available in public places and employment centers regarding bus schedules, pedestrian pathways, bikeways and ridesharing programs).
6. Support and promote local farmers markets.

7. Encourage the use of fuel-efficient and low GHG-emitting vehicles and driver behaviors.
 - a. Encourage private development to provide prioritized parking for hybrid, electric and carpool vehicles.
 - b. Adopt and implement a policy requiring limitations on idling for commercial vehicles, construction vehicles, buses and other similar vehicles, beyond state law, where feasible.
8. Purchase or lease low or zero-emissions vehicles and the most fuel efficient models possible for the Town fleet, including police patrol cars and construction vehicles.
9. Provide Town employees with incentives to use alternatives to single occupant auto commuting, such as transit incentives, bicycle facilities, ridesharing services and subsidies, flexible schedules and telecommuting when practical.
10. Increase ownership of plug-in electric vehicles (EV) by providing EV charging station infrastructure, where appropriate, and encouraging property owners and developers to install EV charging stations in commercial and residential projects.

