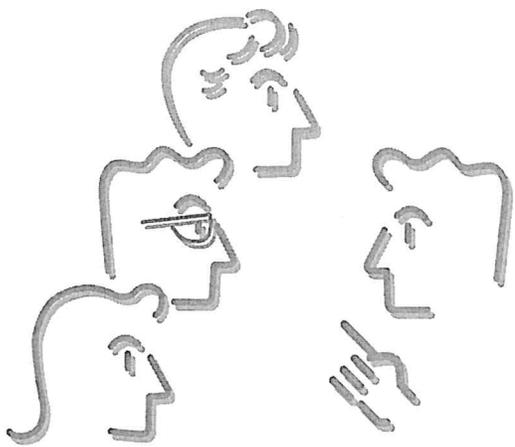


HAINES BOROUGH ASSEMBLY
ROLL CALL/VOTE/RESULT REGISTER

MEETING DATE: 4/23/13 MEETING TYPE: (CIRCLE ONE) **REGULAR** SPECIAL

SUBJECT OF VOTE ↕	MAYOR	ASSEMBLY MEMBERS								
	SCOTT	BERRY	VICK	SCHNABEL	WATERMAN	SMITH	LAPP	RESULT		
Attendance ↕	P	P	P	P	P	P	P	P	Quorum	
Adopt Ordinance 13-03-316		Y	Y	Y	Y	Y	Y	Y	6-0	
Adopt Ordinance 13-03-317		Y	Y	Y	Y	Y	Y	Y	6-0	
Adopt Ordinance 13-03-318		Y	Y	Y	Y	Y	Y	Y	6-0	
Adopt Ordinance 13-03-319		Y	Y	Y	Y	Y	Y	Y	6-0	
Adopt Ordinance 13-03-320		Y	Y	Y	Y	Y	Y	Y	6-0	
Reconsideration and Amendment of Ordinance 13-03-320		Y	Y	Y	Y	Y	Y	Y	6-0	
Adopt Ordinance 13-03-321		Y	Y	N	Y	Y	Y	Y	5-1	
Adopt Resolution 13-04-456		Adopted as part of consent agenda								
Adopt Resolution 13-04-457		Adopted as part of consent agenda								
Great Bear Sales Tax Exempt.		Postponed to 5/28/13 Meeting by Show of Hands								



VISITORS

PLEASE PRINT YOUR NAME

Please include your email address if you want to be added to the list of people automatically getting an emailed agenda prior to each assembly meeting.



NAME

1. Jane Doe Doe@me.com

2. Don Turner Jr

3. J.R. Myers

4. Victoria Moorhead castaway@aptalaska.net *Jmw*

5. _____

6. _____

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12. _____

13. _____

14. _____

15. _____



Borough Assembly

Date: April 23, 2013

Public Hearings - Sign-Up

Signing up to speak during a public hearing is encouraged but NOT REQUIRED

page 3

Ordinance 13-03-322 Title 3 - Assessment Appeal Deadline First Hearing		
1.	1.	1.
2.	2.	2.
3.	3.	3.
4.	4.	4.
5.	5.	5.
6.	6.	6.
7.	7.	7.
8.	8.	8.
9.	9.	9.
10.	10.	10.
11.	11.	11.
12.	12.	12.
13.	13.	13.

If more space is needed, use the reverse side



Borough Assembly

Date: April 23, 2013

Public Hearings – Sign-Up

Signing up to speak during a public hearing is encouraged but NOT REQUIRED

Ordinance 13-03-316 Title 3 – Davis Bacon Wages Second Hearing	Ordinance 13-03-317 Title 2 – Participation by Teleconference Second Hearing	Ordinance 13-03-318 Title 3 – PC Dock Enterprise Fund Name Second Hearing
1.	1.	1.
2.	2.	2.
3.	3.	3.
4.	4.	4.
5.	5.	5.
6.	6.	6.
7.	7.	7.
8.	8.	8.
9.	9.	9.
10.	10.	10.
11.	11.	11.
12.	12.	12.
13.	13.	13.

If more space is needed, use the reverse side



Borough Assembly

Date: April 23, 2013

Public Hearings - Sign-Up

Signing up to speak during a public hearing is encouraged but NOT REQUIRED

page 2

Ordinance 13-03-319 Title 3 - Sch District Budget Submittal Dates Second Hearing	Ordinance 13-03-320 Foreclosed Properties Second Hearing	Ordinance 13-03-321 Title 7 - Discontinue FSA1 Board Second Hearing
1.	1.	1. <i>J.R. Myers</i>
2.	2.	2.
3.	3.	3.
4.	4.	4.
5.	5.	5.
6.	6.	6.
7.	7.	7.
8.	8.	8.
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11.	11.	11.
12.	12.	12.
13.	13.	13.

If more space is needed, use the reverse side

Proposed Amendment to Ordinance 13-03-321 from Mayor Scott



I would like to propose an amendment to Ordinance 13-03-321.

The amendment reads as follows:

Move to amend 13-03-321 (D) (3) as follows:

3. A differential rate of taxation is applicable at a 25 percent reduction for properties within the fire service area based on a response time greater than 40 minutes as determined by the Haines Borough Fire Department. "Response time" is defined as the arrival of a hose from a fire truck to the property as referenced in the pre-fire plan developed by the Haines volunteer fire department. The property owner seeking an exemption shall file a written application to the ~~fire service area board~~ borough manager prior to January 1st of the year the exemption will apply. The ~~service area board~~ ~~borough manager~~ Assembly shall review exemptions periodically.

OVERVIEW

The police department purchased two 2009 Hybrid Ford Escapes for use as patrol vehicles. Each vehicle has been in service for approximately three years and has about 26,000-27,000 miles on it. The vehicles were purchased with the intent to save the borough a substantial amount of money on fuel because the hybrid cars are advertised to get 32 miles per gallon, whereas the patrol cars that were replaced were getting closer to 12 mpg. This was also presented as an effort to promote environmental sensitivity and reflect a desire of our community to "go green." The cost of these vehicles, outfitted for police work, was approximately \$45,000 each (approximately \$10,000 more than the 2012 Ford F-250 we just purchased.)

FUEL ECONOMY

I have driven one of the hybrid patrol units for two years. There is an instrument on the dash cluster that displays the fuel consumption rate in miles per gallon. In the summer, I usually get in the neighborhood of 20 mpg. In the winter, it's around 13 mpg. The difference seems to be due to different tires, and a phenomenon that I have observed with the hybrid charging system. The hybrids work on a principal that the car is electric until the electric system can't keep up with the demand the driver is asking for. Then, the a computer turns the gas engine on and the car is a regular car, until the demand goes back down, at which time the engine shuts off and the car is electric again. Occasionally, the engine will come on to charge the battery, even if the engine isn't required for power (coasting, idling, etc.) In the winter time, it seems that the battery won't hold a charge for very long and the gas engine is on most of the time. This may be due to the drain placed on the battery system by all the electronic accessories that are required for police work. Lights, sirens, radios, radar, dash-cams, laptop computer terminals, etc. all require substantial amounts of electricity to operate. The hybrid cars weren't designed to operate all that auxiliary equipment and as such, the gas engine and its underpowered alternator must compensate for that load. I frequently have to "jump start" my patrol vehicle at the beginning of my shift because it didn't sufficiently charge on the short trip home.

COMPARISON

The hybrids do get better gas mileage than the conventional vehicles in our fleet. However, the difference isn't nearly as substantial as we had hoped. The new pickup truck (Super Duty half ton crew cab long bed 4 wheel drive power machine gets around 11 miles per gallon in the winter in 4 wheel drive. I am expecting it will get around 15 mpg overall. Below is a spreadsheet detailing the fuel consumption of our current fleet from Jan 1-Dec 31, 2012. These figures aren't from factory ratings, they are the actual numbers from our fuel log representing how many miles were put on each patrol vehicle in our fleet and how many gallons of fuel were put in each car. To the right is a miles per gallon comparison. The two hybrids average a little over 20 miles per gallon. The 9 and 12 year old Dodge Durango's averaged 12 mpg. Chief's car got about 15, but I suspect it is capable of better mileage if it were used in an active patrol capacity. My suggestion for future replacement vehicles is the Ford Interceptor. This is a Ford Explorer based vehicle that was specifically designed by Ford to be a police patrol vehicle and is advertised to average over 21 miles per gallon.

Info from 01/01/2012-12/31/2012					
	Total Miles Driven	Total Gallons Used		MPG	
Unit 1	3394	230.7		14.76	Ford 500 (car)
Unit 0901	6378	344		18.54	Hybrid Escape
Unit 6 miles	6672	511.4		13.05	'04 Durango
Unit 0902	7068.5	309.6		22.83	Hybrid Escape
Unit 5	9710	821		11.82	'01 Durango (retired)
F-250	2633	251		10.49	2012 Truck (winter only)

PERFORMANCE / SAFETY

Traditionally, law enforcement agencies have used large sedans (Ford Crown Vic's, Dodge Chargers, etc.) or large SUV's (Chevy Tahoe's, Ford Expeditions...) for use as patrol vehicles. They are spacious, powerful, fast, and have sophisticated braking systems and safety features to protect officers and the public alike. In Alaska, another consideration is winter driving conditions, specifically driving in deep snow. The Ford Escape Hybrids perform poorly in deep snow and on steep roads. Unlike most traditional police SUV's, there is no way to press a button or shift a lever and be in "full time four wheel drive." The Escapes are "all wheel drive," but have a feature that shuts off power to any wheel that is not getting traction. I have pulled into an ice covered parking lot to answer a cell phone call and had my vehicle stuck on a flat level surface because the car couldn't get traction. Power was cut from all wheels, then the engine shut off and the car wouldn't respond to anything I did. Eventually, I put sand behind my tires and pushed the car onto the sand and drove away. Four wheel drive would have allowed me to free the car easily. The biggest safety concern I have with the Ford Escape is the size of the interior. With all the added accessories mentioned above, as well as the gear we carry in the back compartment that prepares us to respond to medical emergencies, traffic accidents, crime scene investigations, etc the gross vehicle weight is maxed out and the inside of the car is cramped. The small back seat doesn't have room for a "cage" barrier separating the prisoner from the officer. Prisoners taken into custody are usually handcuffed behind the back and placed in the right rear seat of the car to be transported to the jail for booking. If the handcuffs are defeated, the risk of attack on the officer is huge, especially given the close quarters and lack of separation. I have arrested some large men and have had to seat them sideways in the back seat because they don't physically fit the traditional way. The compact size of the driver's seat is also problematic. I find it very difficult to fasten my seat belt because my holster covers the receptacle for the belt. I solved this problem with a seat belt extender, but the receptacle broke anyway from the constant pressure of the holster. Then, the sharp plastic pieces rubbed against the leather holster and damaged it. When I sit in the car, the gear

on my duty belt rubs against the door on one side and the console on the other. I also find it difficult to get out of the car quickly, which is important for a number of reasons.

ENVIRONMENTAL IMPACT

In learning about the hybrid cars, I have been told that, although they do get better fuel economy than a traditional gas engine, the large battery that provides electric power for the car is highly toxic and there is no environmentally friendly way of disposing of it. In essence, it may be that we are trading one environmental problem for another.

INTERCEPTOR

The best selling police car of all time has been the Ford Crown Victoria. Ford quit producing Crown Vic's a couple of years ago and developed the Ford Interceptor, a pursuit rated vehicle specifically designed for police work. The interior was designed by cops. It has recesses in the driver's seat to accommodate the officer's duty belt. It has a "plug and play" system on the dash for easy installation of electronic devices. It has a built in separation shield between the front and back seats, secure weapon mounts, and a huge back seat. It is rated to carry gear typical of a patrol unit and has an oversized alternator to run electronic accessories. They have been tested in hundreds of emergency vehicle operation courses and have beefed up engines, brakes, airbags, steering components and increased driver visibility. The interceptor is powered by a 3.7 L V-6 rated at 304 horsepower, compared to the 2.4 liter four cylinder (133 HP) engine in the Escape. (Makes a difference when you need power in a hurry.) The base price for an Interceptor shipped to Anchorage is \$27,500. It costs about \$12,000 to outfit a vehicle with the tools of the trade, regardless of make and model of the vehicle.

CONCLUSION

The Ford Escape Hybrids are amazing cars. They handle well, are capable of fantastic fuel economy results, and are comfortable in most applications. The problem is that they don't make good police cars. Because we are using them in an application for which they weren't designed, we aren't recapturing the investment we made because we aren't getting the fuel economy we expected to when we purchased them. At this point, the two hybrids have about 26,000 miles on them and they still have considerable value. They could be traded in or reassigned to another department to be driven in a manner that would allow them to maximize the benefits of the hybrid concept. Ford Interceptors could be purchased and outfitted for almost \$10,000 less than the hybrids and should produce comparable fuel economy with far better performance and safety in its function as a patrol vehicle for the police department.



ENGINEERS, INC.



**LUTAK SLOPE MOVEMENT
&
SOUTH PORTAGE COVE
HARBOR EXPANSION**

PRESENTATION

4/23/2013