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## ADMINISTRATIVE REPORT

Report Date: March 23, 2012  
Contact: Peter Judd  
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RTS No.: 9565  
VanRIMS No.: 08-2000-20  
Meeting Date: April 17, 2012

TO: Vancouver City Council

FROM: Chief Constable and General Manager, Engineering Services

SUBJECT: Fleet Additions - Two (2) Utility Terrain Vehicles and Two (2) Trailers for the Vancouver Police Department

### *RECOMMENDATION*

- A. THAT Council approve the addition of two (2) utility terrain vehicles and two (2) trailers to the Vancouver Police Department fleet at a total cost of \$66,200;
- FURTHER THAT Council approves partial funding of the initial vehicle purchase by an acceptance of a donation of \$55,000 from the Vancouver Police Foundation;
- AND FURTHER THAT Council approves the remaining initial vehicle purchase funding requirements of \$11,200 to be provided from the Truck and Equipment Plant Account.
- B. THAT the annual operating costs of the vehicle, including the capital repayment (for the portion funded from the Truck and Equipment Plant Account), which totals \$16,360 be provided by the existing 2012 Operating Budget and going forward reviewed as part of the annual operating budget approval process.

### *REPORT SUMMARY*

The purpose of this report is to add two (2) utility terrain vehicles (UTVs) and two (2) trailers to the Vancouver Police Department (VPD) fleet for the Public Safety Unit (PSU). The requirements for these units are recommended by the reviews that were conducted following the 2011 Stanley Cup Riot.

### *COUNCIL AUTHORITY/PREVIOUS DECISIONS*

Council approves expenditures from Reserves, including the Truck and Equipment Plant Account.

Council approves all increases in service levels, including the addition of vehicles and equipment to the fleet.

Council received for information the VPD Management Process Flowchart for Vehicle and Equipment Additions (City & Donated) as part of RTS No. 06433 Vancouver Police Department Vehicles Pending Review on November 6, 2007.

### *REPORT*

#### *Background/Context*

Following the 2011 Stanley Cup Riot, four separate reviews were conducted in relation to the riot response. Several recommendations have stemmed from these reviews and directly affect the Public Order Group (POG) of the VPD. The POG encompasses all aspects of public order including low level responses, peaceful civic gatherings and full-scale rioting. The Public Safety Unit (PSU), which was previously referred to as the Crowd Control Unit, is one component of the POG, and the findings from the reviews recommend that additional resources be provided to the PSU for effective response and control of public order incidents.

In particular, it was recognized that PSU required vehicles that could be utilized to transport equipment and supplies to the front line officers as well as removing injured officers and damaged equipment in a fast and efficient manner. The VPD fleet vehicles proved too large and cumbersome to access and egress front line areas compromising both speed and flexibility of tactics and therefore, two (2) UTVs and two (2) trailers are required.

A donation of \$55,000 made by the Vancouver Police Foundation has been accepted and will be applied to the partial purchase cost of these units. In 2007 the VPD, Engineering Services and Corporate Budgets revised the joint Vehicle and Equipment Additions Process to include donated vehicles. This process was submitted to Council for information as part of RTS No. 06433 Vancouver Police Department Vehicles Pending Review on November 6, 2007. When an operational review indicates that fleet additions are appropriate, staff seek approval from Council for these additions with initial capital funding provided from the Truck and Equipment Plant Account reduced by the amount of any available donated funds. Donated funds for a fleet addition are only accepted if an ongoing operational need can be demonstrated. Only if Council approves the addition of the vehicle to the VPD fleet can the donation be accepted. These donations will be made in accordance with this process, which is outlined in Appendix A.

### *Strategic Analysis*

The 2011 Stanley Cup Riot presented members of the POG with a variety of challenges. There were four separate reviews conducted of the VPD response during this event and a number of recommendations were made with respect to how the POG could improve its effectiveness during large scale public order incidents.

One of the recommendations stemming from the reviews states:

"THAT the VPD review, identify and address equipment requirements for officers in relation to crowd management."

Specifically, the PSU within the POG, must ensure front line officers receive equipment and supplies essential in replenishing their tactical ability during public order incidents. During the 2011 riots, officers quickly ran out of munitions, shields were broken and medical and fire equipment were urgently required but could not be deployed efficiently. Transportation from the logistical command areas to the front line became an issue and speed and flexibility of tactics were compromised.

The reviews also cited the use of smaller UTVs such as those utilized by the British Columbia Ambulance Service as a strategy that would be effective in transporting urgently required equipment and specially trained personnel to the area of disorder and to quickly employ crowd control tactics. A UTV is a small diesel powered vehicle that is able to manoeuvre in crowded and tight areas such as sidewalks and laneways. It seats up to two (2) passengers and has a box with panels that fold down to form a bed, thus making the transport of cargo as well as injured persons from volatile situations possible. UTVs deployed by the PSU will have safety features such as impact proof windshield and roof, rear screen protection to shield drivers and passengers as well as puncture proof tires to travel over debris and broken glass. PSU has reviewed their operational needs and have determined that two (2) UTVs will be required to ensure effective enforcement and control of planned or unplanned large public events such as sporting events, Celebration of Light, parades, holiday celebrations and protests that may have the potential to develop into public order incidents. These units will also be used for training purposes and by Search and Canvass teams to access rough terrain and tight areas. Equipment Services has reviewed these operational requirements and concur with the use of UTVs for this application.

In order to transport these UTVs to various training and deployment sites, two (2) trailers will also be required. The trailers will be large enough to transport the UTVs to site by pick up trucks currently available in the VPD fleet. Furthermore, the trailers will also be towable by the UTVs so that cargo can be brought into a crowded public area requiring law enforcement and emergency response.

*Implications/Related Issues/Risk (if applicable)*

*Financial*

UTVs provide the best solution to meet the VPD’s mobility and accessibility requirements in public order incidents. Trailers are necessary to transport these UTVs and are also required. Therefore, two (2) UTVs and two (2) trailers are being recommended as additions to the VPD fleet.

The UTVs and trailers are recommended for purchase as opposed to leasing as the overall budgetary requirements to lease these units were found to be more expensive than purchasing the City-owned units; \$32,900 leased compared to \$11,400 City-owned. Purchasing City-owned units will therefore cost the VPD \$21,500 less annually. The comparison of lease and ownership costs is presented in Table 1. Additionally, it is difficult to source and lease UTVs for crowd control applications as the recommended UTV is only issued to law enforcement agencies and therefore, not readily available.

Table 1. Annual Lease versus Ownership Costs

Vehicle Description	Qty	Lease	Owned	Difference
UTV	2	\$ 22,100	\$ 10,200	\$ 11,900
Trailer	2	\$ 10,800	\$ 1,200	\$ 9,600
Totals		\$ 32,900	\$ 11,400	\$ 21,500

The one time capital costs and operating budget requirements with and without the application of donated fund are listed in Table 2 below.

Table 2. Annual Capital and Operating Costs

Vehicle Description	Qty	Life	One-Time Capital Costs	Annual Operating Budget Requirements		
				Capital Repayment <sup>1</sup>	Operating	Subtotal
UTV	2	5	\$ 56,800	\$ 10,200	\$ 10,400	\$ 20,600
Trailer	2	10	\$ 9,400	\$ 1,200	\$ 4,000	\$ 5,200
Annual Operating Budget Requirement - no Donation			\$ 66,200	\$ 11,400	\$ 14,400	\$ 25,800
Annual Operating Budget Requirement - Less: \$55,000 Donation			\$ 11,200	\$ 1,960	\$ 14,400	\$ 16,360

<sup>1</sup> Capital repayment calculation includes interest and depreciation less anticipated resale of the units.

The estimated one-time capital cost for the four (4) additional units is \$66,200. The VPD has received a \$55,000 donation from the Vancouver Police Foundation that has been set aside for the purchase of the UTVs and trailers and will offset the one-time capital cost of these units. The remaining \$11,200 of capital funds required will be provided by the Truck and Equipment Plant Account (Plant Account).

The total annual operating budget requirement for the four (4) units is estimated to be \$25,800 and includes capital repayment, maintenance, fuel and insurance. The donation will offset the initial capital cost and effectively reduce the annual capital repayment charges from \$11,400 to \$1,950 for the portion funded from the Truck and Equipment Plant Account, until the UTVs and trailers are replaced at the end of their respective economic lives of five (5) years and 10 years. Therefore, for the first five (5) years, the VPD will only be responsible for the total annual operating costs of \$16,360. This will be funded by an increase to the VPD Operating Budget in 2013 without offset, subject to annual budget review. VPD will fund the 2012 annual operating costs of the units from the existing 2012 Operating Budget.

If no donation is received for future vehicle purchases, capital funding for the replacement vehicles will be provided by the Truck and Equipment Plant Account and will be repaid over the economic lives of the units through annual capital repayment rates as described above. The full operating budget, including capital repayment, maintenance, fuel and insurance will therefore be required as outlined above, subject to annual budget review.

### *Environmental*

All new and replacement equipment in the City fleet go through an environmental and right-sizing review process. This is to ensure that the selected equipment meets the City's strategic fleet goals of supporting operations, providing best value, leading the way on sustainable fleet practices and meeting our GHG and emission reduction targets.

Currently, there is no viable hybrid or electric UTVs that meet the selection criteria for these units. The recommended UTV meets the deployment needs encountered in a public order incident, provides reasonable financial value and can be fuelled with biodiesel. Since the temporal lengths of these incidents are unpredictable, the ability to quickly refuel the vehicle is an essential element of its use and biodiesel fuel is readily available.

It is estimated that these two (2) UTVs will contribute approximately one (1) tonne of GHG annually. The trailers do not generate any GHGs and will be towed by existing pick up trucks.

### *CONCLUSION*

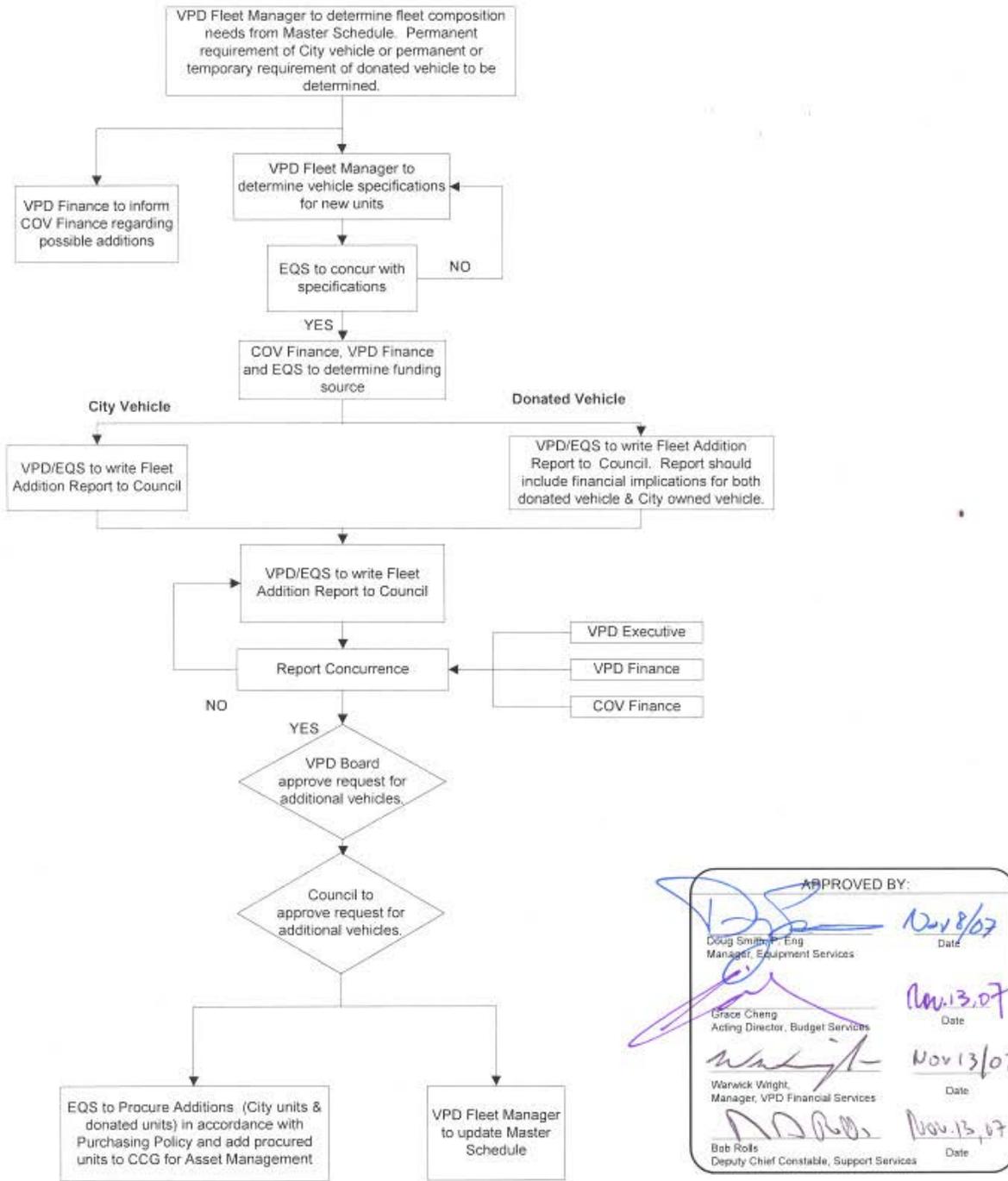
The VPD serves a large metropolitan city and is faced with diverse and complex challenges relating to public order and large-scale public events. Additionally, the VPD is responsible to respond to large public order events in a timely and effective manner in order to ensure public safety as well as the safety of its personnel. Two (2) UTVs and two (2) trailers are required in order for the VPD to respond effectively during public order incidents. The addition of these vehicles to the VPD fleet has a one-time capital cost of approximately \$66,200 and would be funded by a \$55,000 donation presented by the Vancouver Police Foundation and by an \$11,200 provision from the

Truck and Plant Account. The total annual capital repayment and operating costs of \$16,360 (reduced from \$25,800 with the donated funding applied to the capital cost of the units) will be reviewed as part of the annual operating budget approval process.

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APPENDIX A: VEHICLE AND EQUIPMENT ADDITION PROCESS (CITY & DONATED)

**Vehicle and Equipment Additions (City & Donated)**  
Joint Police Fleet Review



APPROVED BY:

*[Signature]* Nov 8/07  
Doug Smith, Eng  
Manager, Equipment Services  
Date

*[Signature]* Nov 13, 07  
Grace Cheng  
Acting Director, Budget Services  
Date

*[Signature]* Nov 13/07  
Warwick Wright,  
Manager, VPD Financial Services  
Date

*[Signature]* Nov 13, 07  
Bob Rolls  
Deputy Chief Constable, Support Services  
Date

DISPUTE RESOLUTION: Disagreements in respect to process will be addressed by the Assistant City Engineer of Departmental Services and the Deputy Chief Constable of Support Services.