**From:** Eisenbraun Mark   
**Sent:** Thursday, January 14, 2016 1:48 PM

Chief,

We purchased five Chevrolet Impalas in 2009.  One of these (unit 101 ) was totaled in car crash.  Two others, (units 100 and 102) were taken out of service about 1 year ago due to age and high mileage.  They were kept and used for parts to help keep the last two remaining Impalas in service.  The last two (units 99 and 103) were pulled out of service approximately October of 2015.

These last two units have been very costly to keep roadworthy for the last two years.  The costs were provided from Gena Miller from the Street Department and are broken down below.  It should be noted that these costs include parts and labor.

                                2014                       2015                       2 Year Total

Unit 99                  $4470.44              $4398.59              $8869.03

Unit 103               $9286.96              $6096.76              $15383.72

Due to the high cost of maintenance and the poor condition of these cars, we intended to crush them.  It was my opinion that they would bring a very low number if we tried to auction them off.  Yesterday I contacted Ace Steele and Recycling and their staff indicated they were paying $35 per ton of scrap metal.  These cars weigh approximately 3,500 lbs each so the scrap value would be about $122.50.

Ordinarily we give retired patrol cars to the EVOC team to use.  In this case, the team did not want them.  The reason is this:  These are the last remaining front wheel drive vehicles in our patrol fleet.  All of the other cars are either rear wheel drive or all wheel drive.  Front wheel drive cars handle differently at the limit than RWD or AWD cars so they have less training value.

The equipment that is going with the cars is broken down below:

* The light bars and control boxes have passed their useful life and are not worth reusing.  Although to the best of my knowledge these light bars are functioning now, they are in poor shape and we are have seen failures of the same model on other vehicles.  (As an aside-our current light bars are extremely bright and this increases safety because of the increased visibility they provide.)
* The partitions and center consoles are not reusable because they are vehicle specific.  They cannot be placed into any of the new vehicles we buy.
* Here is some background on the Falcon radar units:  These were purchased in 2010 with a 2009 Highway Safety Grant.  They are a handheld unit that is also capable of a moving radar function.  We mounted them on the dashboard of patrol cars.  Several years ago, Officer Jeff McCoy did research on new units.  He surveyed the officers and found that their favorite radars were the Stalkers that we purchased in 2007 or 2008.  Jeff also noted that it was problematic that we had several different radar systems in patrol cars.  The lack of continuity wasn’t good.  His research indicated the Stalkers we purchased and installed in 2015 were the best units to buy.  All the patrol cars are now equipped the same way which eases the officers ability to use the systems.  The Falcons did work okay, but were less useful because they only had a front antenna and because they weren’t meant to be mounted on the dashboard there was a possible safety issue if the vehicle was ever in a bad crash.  Hwy Safety rules indicate that due to a four year “useful” life of radars, we can surplus them.

The last point I will include is this:  I checked NADA value of these cars and found that in “poor” condition, their value is $1600 for the one with 133,000 miles and $2425 for the one with 115,000 miles.  I believe these numbers are too high.  Neither car will start right now.  There are various holes drilled throughout the vehicles to accommodate the equipment we had inside.  It is unlikely either of these cars would bring more than a few hundred dollars at auction.