



CITY OF OAKLAND

AGENDA REPORT

TO: Edward D. Reiskin
City Administrator

FROM: Susan E Manheimer
Chief of Police

SUBJECT: OPD RSI Helicopter Maintenance
Contract

DATE: June 18, 2020

City Administrator Approval

Date: June 18, 2020

RECOMMENDATION

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator Or Designee To Enter Into A Professional Services Agreement With Rotorcraft Support, Inc. (RSI) To Provide Helicopter Maintenance Services To The Oakland Police Department (OPD) For The Period Of July 1, 2020 To June 30, 2022 In An Amount Not To Exceed Seven Hundred Fifty Thousand Dollars (\$750,000) Per Year, Or One Million Five Hundred Thousand Dollars (\$1,500,000) For July 1, 2020 To June 30, 2022, With An Option To Extend The Contract For One Additional Year To June 30, 2023, At The Same Rate Of Seven Hundred Fifty Thousand Dollars (\$750,000) Per Year, For A Total Contract Not To Exceed Two Million, Two Hundred Fifty Thousand Dollars (\$2,250,000).

REASON FOR SUPPELMENTAL

This report is being provided in direct response to questions raised by City Council at its June 16, 2020 City Council Meeting. Staff was asked to return with a response to the following questions from the OPD.

Inquiry:

Does Oakland have (or previously had) a cooperative agreement with Alameda County Sheriffs (ACSCO) Office or other nearby jurisdictions for air coverage?

Response:

Oakland have (or previously had) a cooperative agreement with (ACSCO) or other nearby jurisdictions for air coverage. ACSCO does not have a helicopter. Oakland has never had a cooperative agreement with any other jurisdiction.

City Council
June 23 2020

Inquiry:

Has staff considered leasing?

Response:

Options for replacing aging helicopters

- A. Purchase new helicopters to replace the old helicopters.
 - a. 5 million each new helicopter
 - b. It takes the factory 2 years to build a new helicopter
 - c. Helicopter financing (leasing):
 - i. One helicopter
 - 5 yrs \$ 1.1 mil. a year
 - 10 yrs \$ 600,000 a year
 - ii. Two helicopters
 - Double above numbers

Inquiry:

Why does the year over year maintenance increase so greatly?

Response:

Two reasons for the cost increase.

1. First the older the helicopters are the more maintenance is required. Also, the price and scarcity of parts increase as the helicopter age.
2. Second, OPD are flying more, which requires an increase in maintenance.

Inquiry:

Would new Helicopter have lowered maintenance costs? Where's the analysis. @ \$1.5 M/year Council would have purchased new in 3 years, which is why leasing may be a good option?

Response:

Helicopter financing (leasing):

One helicopter

- 5 yrs \$ 1.1 mil. a year
- 10 yrs \$ 600,000 a year

Two helicopters

- Double above numbers

Inquiry:

The staff report identifies 2017, 2018 JAG grants and State COPS 23 as source. Please provide copy of grant agreements to demonstrate that this is eligible use.

Response:

See Attachment A.

Inquiry:

Also, it is quite distressing that there is no funding identified in Years 2 & 3 which could have deleterious impacts on non-policing service delivery.

Response:

On average OPD receives approximately \$600K annually in State COPS funding that must be used to support front line law enforcement. Historically these funds have been used to supplement the Department's need for IT/equipment upgrades, helicopter maintenance, and training. Helicopter costs are consistently increasing due to age and has required funding from both the GPF and State COPS to keep the helicopter in service. Years 2 and 3 could be paid with State COPS funds as the department seeks additional grant opportunities.

Inquiry:

In addition to the recent successes cited, please provide a comprehensive view of vehicle use over the past 5 years.

Response:

In addition to the recent successes cited, please provide a comprehensive view of vehicle use over the past 5 years.

- A. 2015:
 - A. 394 flight hours
 - B. Handled 1,705 calls for service
 - C. 16 second average response time and first on scene 86% of the time
 - D. 5 missing person searches, 156 felony arrests, 32 vehicle pursuits
- B. 2016
 - A. 750 flight hours
 - B. Handled 3485 calls for service
 - C. 33 second average response time and first on scene 91% of the time
 - D. 9 missing person searches, 216 felony arrests, and 73 vehicle pursuits
- C. 2017
 - A. 672 flight hours
 - B. Handled 3,215 calls for service
 - C. 26 second average response time and first on scene 91% of the time
 - D. 3 missing person searches, 291 felony arrests, and 58 vehicle pursuits
- D. 2018
 - A. 762 flight hours
 - B. Handled 3,389 calls for service

- C. 23 second average response time and first on scene 86% of the time
 - D. 17 missing person searches, 354 felony arrests, and 74 vehicle pursuits
- E. 2019
- A. 925 flight hours
 - B. Handled 3,226 calls for service
 - C. 22 second average response time and first on scene 88% of the time
 - D. 13 missing person searches, 403 felony arrests, and 84 vehicle pursuits

Inquiry:

The Council previously suspended helicopter operations. What was the impact of that decision?

Response:

The City suspended air operations due to budget cuts in FY 2008-09. The impact is hard to quantify because air operations did not occur. The daily functions of the air unit such as pursuit intervention, assistance with in-progress violent crimes, crowd management, locating missing at-risk persons, and assisting Oakland Fire (locating hot spots, evacuation routes, ingress and egress for fire personnel) for that period could be estimated by looking at the five-year averages listed above.

Inquiry:

I how often is a helicopter necessitated in order to transport persons to or from a location?

Response:

Helicopter not equipped to carry passengers. The California Highway Patrol and East Bay Regional Park's helicopters are larger and louder because they have a rescue and transport responsibility. This is also a reason we are not compatible with a use agreement. We consider the decibel impact on the community and do not cover remote regions where an air rescue would be needed.

Inquiry:

How often is helicopter use primarily or exclusively for obtaining visual information?

Response:

That is the purpose of the use the helicopter. Our helicopters are used for obtaining visual information. We use our helicopter as a rapid response patrol unit. The Air Unit can respond to in-progress shootings and violent crimes rapidly and frequently find the situation abruptly ending upon the arrival of the helicopter. During violent incidents in-progress, the Air Unit can expedite the Patrol officer's response by directing them to injured victims and fleeing subjects. We are assigned City wide and respond anywhere in the City that OPD dispatch sends us. We will occasionally assist outside agencies if they request us. These requests frequently have a direct nexus to Oakland. The Air Unit assists Ceasefire and other specialized teams when requested. These requests usually include maintaining a visual on a subject and advising when the safest opportunity arises for arrest (exited vehicle or house).

Inquiry:

What analysis has been done about the negative impacts of helicopters on communities?

Response:

We do recognize the noise impact our helicopters make to our communities. We constantly weigh the severity of the crime with the intrusion the helicopter makes on our communities. We mitigate our noise impact in a few ways. First we have the quietest helicopter available for Law Enforcement. We fly at a higher altitude to lessen the decibel level on the ground. Immediately when we are not needed on a scene we depart to limit the noise impact at that scene. Also, we do not hover over a scene, instead we fly orbits. Flying orbits around a scene lessens the decibels at the scene.

Inquiry:

On crowd control situations and public health?

Response:

The Air Unit assists with crowd control by advising the ground units the size and activity of the crowd. The Air Unit also assists with giving public announcements when needed. One example is the Air Unit directing officers to intersections for traffic control in order to safely facilitate mobile protests. Many protests do not supply OPD with march routes which prevents us from safely protecting the crowd from vehicle traffic. The public health use is spotting fires (from smoke) and assisting Oakland Fire in safely evacuating areas. The Air Unit also assists Oakland Fire with identifying safe ingress and egress points to battle the fires. Lastly, the Air Unit can locate and direct Oakland Fire to hot spots that pose additional risks. The daily public health impact is commonly locating missing persons at risk and rapid intervention of violent crimes.

Inquiry:

Pricing and alternatives for other options, including shared use, more focused prioritized use, alternative strategies, input from stakeholders.

Response:

The pricing, alternate, and shared use options were covered above. The Air Unit has a very focused prioritized use as explained in the daily functions and usage. The focused priorities are preservation of life by rapidly responding to life threatening incidents. Mitigating high risk incidents such as vehicle pursuits with deescalating from removing ground units (Usually results in subjects slowing down and abandoning their vehicle where ground units can make the arrest). Quickly locating missing persons at risk by covering large areas that would-be time and resource consuming for ground units. The capabilities of the Air Unit are impossible to duplicate making alternative strategies unpractical.

ACTION REQUESTED OF THE CITY COUNCIL

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For questions concerning this report, please contact Jonathan Vanerwegen, OPD, Helicopter Unit, at (510) 615-5875.

Respectfully submitted,



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Attachment (1)