

**PUBLIC SAFETY COMMITTEE
OF THE
SUFFOLK COUNTY LEGISLATURE**

Capital Budget Minutes

A Special Meeting of the Public Safety Committee of the Suffolk County Legislature was held in the Rose Y. Caracappa Legislative Auditorium of the William H. Rogers Legislature Building, 725 Veterans Memorial Highway, Smithtown, New York on Wednesday, May 20th, 2015 at 2 PM, to discuss the matter of the 2016-2018 Capital Budget.

Members Present:

Legislator Kate Browning - Chairperson

Legislator Robert Calarco - Vice-Chair

Legislator Kara Hahn

Legislator Leslie Kennedy

Legislator William Spencer

Legislator Monica Martinez

Also In Attendance:

Legislator Al Krupski - Legislative District No. 1

Legislator Bill Lindsay - Legislative District No. 8

George Nolan - Counsel to the Legislature

Jason Richberg - Chief Deputy Clerk/Suffolk County Legislature

Robert Lipp - Director/Budget Review Office

Roz Gazes - Deputy Director/Budget Review Office

John Ortiz - Senior Budget Analyst/Legislative Budget Review Office

Craig Freas - Senior Budget Analyst/Legislative Budget Review Office

Jill Moss - Budget Analyst/Legislative Budget Review Office

Michael Pitcher - Aide to Presiding Officer Gregory

Josh Slaughter - Aide to Legislator Browning

Debbie Harris - Aide to Legislator Stern

Liz Alexander - Aide to Legislator Spencer

Greg Moran - Aide to Legislator Trotta

Ali Nazir - Aide to Legislator Kennedy

Christina DeLisi - Aide to D.P.O. Schneiderman

Greg Atherton - Aide to Legislator McCaffrey

Lisa Santeramo - County Executive's Office

Katie Horst - County Executive Assistant

Kerri Suoto - County Executive Assistant

Bill Doherty - Lieutenant/Chief of Department's Office-SCPD

Robert Scharf - Lieutenant/Staff Services Bureau-SCPD

Stuart Cameron - Asst Chief/Office of Chief of Support Services-SCPD

Michael Montovano - Lieutenant/Office of Chief of Support Services-SCPD

Marianne Scheschowitz - Budget Analyst/Suffolk County Police Department

Mike Postel - Director/Police Communication System - SCPD

Michael Sharkey - Chief Deputy Sheriff/Suffolk County Sheriff's Office

Dr. Michael Caplan - Suffolk County Medical Examiner

Linda Russo - Senior Budget Analyst/S.C. Medical Examiner's Office

Public Safety Capital Budget Committee Meeting - May 20, 2015

Joel Vetter - Coordinator of Emergency Medical Services/FRES
All Other Interested Parties

Minutes Taken By:

Alison Mahoney - Court Stenographer

*(*The meeting was called to order at 2:17 P.M. *)*

CHAIRPERSON BROWNING:

Okay, good afternoon. We will start the Public Safety -- I guess it's just Public Safety -- Capital Budget public meeting. We'll start with the Pledge of Allegiance, Legislator Calarco will start.

Salutation

And a moment of silence for those who defend our country at home and abroad.

Moment of Silence Observed

Thank you. Okay, I did have a request. Is there anyone from the public who would like to speak? There is no one from the public? Okay, so we will move on then. I will start with the Medical Examiner, he does need to leave. So Dr. Caplan, if you'd like to come up.

Okay. Do you have anything you'd like to report? I swear this is going to be a great Public Safety meeting.

DR. CAPLAN:

I'm sorry. Thank you, Legislator Browning. No, nothing -- nothing, you know, since we last met.

CHAIRMAN BROWNING:

Okay. Equipment; you're on target? You have everything you need as far as equipment's concerned?

DR. CAPLAN:

Yes. And we have reviewed the -- you know, the Capital Budget, 2016. Do you want me to address those issues?

CHAIRPERSON BROWNING:

Yeah. Can I get the pages and the Capital Budget? I couldn't find --

DR. CAPLAN:

I think 52 --

CHAIRPERSON BROWNING:

The Capital Project number is what?

DR. CAPLAN:

Capital Project No. 1109 --

CHAIRPERSON BROWNING:

1109.

DR. CAPLAN:

-- 1132, and 1138.

CHAIRPERSON BROWNING:

32 and 1138.

DR. CAPLAN:

And 1138.

CHAIRPERSON BROWNING:

If you want to start with 1109.

DR. CAPLAN:

Yes. 1109, the project name on Forensic Science Medical/Legal Investigative Laboratory. We are -- the proposed budget by the County Executive's Office and the recommendations of the Budget Review Office we are entirely in agreement with.

CHAIRPERSON BROWNING:

Okay. Any questions, anyone? No; no questions? It's looking good.

And 1132?

DR. CAPLAN:

Yep. 1132, which is the actual equipment for Investigations and Forensic Sciences, also we are in agreement with the proposed budget issued by the County Executive and by the recommendations of the Budget Review Office.

CHAIRPERSON BROWNING:

Okay. Any questions? No? And then we have 1138, I believe that's the same?

DR. CAPLAN:

Yep. And 1138, which addresses specifically the vehicles, our recommendation and the County Executive's, we're in agreement.

The Budget Review Office recommended a smaller amount, there was a discrepancy. We had requested 125,000 for a total of three vehicles, the County Executive was in agreement with us, or had proposed that budget. And the Budget Review Office did review that and recommended changing two of the vehicles that were budgeted for 2016 to be moved to the 2017 year. And we do not have any issue with that, it's not going to make a major impact on our operation. So even though there is a difference, our office is fine with that.

CHAIRPERSON BROWNING:

Okay. BRO, do you want to comment?

MR. LIPP:

You want to say something?

MR. ORTIZ:

Craig Freas.

MR. FREAS:

There's a small -- there's actually a chart in the write-up for project 1138 that shows the expected mileage of replacement for the various vehicles requested by the Medical Examiner. We just felt that we could probably go one more year, I believe one more year for a couple of the vehicles, and what that ended up doing as a practical matter was deferring about \$80,000 from '16 into '17. The size of the Capital Project isn't changed at all, we just deferred funding into -- from '16 to '17 and I believe from '18 to SY, and I think it's for a total of two to three vehicles.

CHAIRPERSON BROWNING:

Okay.

LEG. HAHN:

On that chart --

CHAIRPERSON BROWNING:

Yeah, go ahead.

LEG. HAHN:

The column that says *Current, 2015*, the 111 --

MR. FREAS:

No, not in 2015.

LEG. HAHN:

What does that column represent?

MR. FREAS:

That's the mileage as of right now.

LEG. HAHN:

Okay, because it doesn't say mileage, current mileage.

DR. CAPLAN:

Right.

LEG. HAHN:

I wasn't sure if the -- okay, thank you.

DR. CAPLAN:

Yeah, that's supposed to be mileage.

CHAIRPERSON BROWNING:

But the anticipated mileage is 1367, like the one on the top, and that's based on the amount of miles you average in each year. Right?

DR. CAPLAN:

Correct.

CHAIRPERSON BROWNING:

That's a 1999 vehicle?

DR. CAPLAN:

Yes.

CHAIRPERSON BROWNING:

I'm impressed.

(*Laughter*)

DR. CAPLAN:

Yeah, that's that's our Crime Laboratory cargo van.

CHAIRPERSON BROWNING:

So which ones -- Craig, which ones was BRO saying?

MR. FREAS:

We felt we could probably get an additional year compared to the request out of the 2007 Ford Escape, and that we could get at least an additional year out of the 2008 Chevy Suburban, and probably another year out of the Honda Accord Hybrid as well.

DR. CAPLAN:

But the --

MR. FREAS:

Sorry. The primary -- the replacement years in question in the 2016 are the Ford Escape -- as you can see there, the Ford Escape and the Accord Hybrid.

CHAIRPERSON BROWNING:

Okay. But you also said the Chevy Suburban?

MR. FREAS:

Yes, but it's not due for replacement until 2017.

CHAIRPERSON BROWNING:

Right, right. Okay, yeah. Okay. Well, I guess the Working Group will make that decision, where we want to go with it. But any questions, anyone? No? Okay. Thank you, Dr. Caplan. And it's always good to see you.

DR. CAPLAN:

Good to see you. Thank you very much.

CHAIRPERSON BROWNING:

Okay. As I open up the book, let me see where we are. The first thing I see is the jail, so I guess Chief Sharkey? So I guess I'm looking on -- obviously, I'd like to thank Sheriff DeMarco for the work that he's been doing over the past, what, nine years, to do the Alternatives to Incarceration and the programs that he's done, which I believe has significantly helped having to build that Phase II of the jail. And I'm assuming that your request was prior to the Commissioner of Corrections for the Phase II?

CHIEF SHARKEY:

Yeah, our request was submitted prior to that.

CHAIRPERSON BROWNING:

Right. So you're good with the Executive and BRO.

CHIEF SHARKEY:

Yeah, I was going to say that, you know, normally we'd come in and we'd have a rather lengthy presentation. However, in light of the fact that our request and the Executive's proposed and the BRO recommendation all concur with each other, I would just limit myself to a couple of comments just to --

CHAIRPERSON BROWNING:

Sure. And actually, even though he's saying that we don't have to build Phase II right now, that's not saying we're never going to have to do it, correct?

CHIEF SHARKEY:

Well, you can never say never.

CHAIRPERSON BROWNING:

No, I know, but *(laughter)*.

CHIEF SHARKEY:

You know, we're --

CHAIRPERSON BROWNING:

Well, I look at Riverhead and I think at some point in time they may come in and say you have to replace the whole thing.

CHIEF SHARKEY:

Well, I think that that's -- I don't want to -- I'll open up by saying that, you know, we are pleased that, you know, we've been able to -- the Sheriff, the County Executive's Office, Tim Sini has been pretty much directly involved from them, and the Commissioner of Corrections and the Governor's Office have been able to work cooperatively to give us some relief from that mandate to build Phase II, which, of course, was our single largest project.

That being said, we still have -- you know, the balance of our Capital Project is mostly all maintenance of our existing Capital Projects. And you referenced Riverhead in particular and, you know, we make a regular investment into Riverhead to avoid specifically what you're saying. You know, if we were to have to replace Riverhead in its entirety, and based on the costs that we've seen in phase I of Yaphank, you're looking at over \$300 million. So the monies that you see in our annual capital is money well invested in protecting that -- those investments.

CHAIRPERSON BROWNING:

Spend the money to save some money.

CHIEF SHARKEY:

And, of course, the ability to have the relief from Phase II is related to our reduction in population that we've experienced. And as you also mentioned, you know, credit Sheriff DeMarco for being very proactive in the programs, the re-entry programs, youth programs, vocational programs, all that work towards reducing recidivism and also working cooperatively with the court system, alternatives to incarceration and diversion courts like the Drug Court and Veterans Courts, etcetera.

So, you know, that being said, our -- we really don't have a lot of comments because we agree with the County Executive and BRO. So I'll take any questions if you have any.

CHAIRPERSON BROWNING:

Any questions, anyone? No. It's kind of nice to see that everybody's on the same page for a change.

MR. LIPP:

(Inaudible)

CHAIRPERSON BROWNING:

That's a rare occasion. That's a very rare occasion.

So Riverhead, why don't -- can you tell us a little bit about what needs done in Riverhead? Because, I mean, I know it's an old building and it's really not -- while it is a jail, it's not the most pleasant place to go in and look at. Okay, I got the page open.

CHIEF SHARKEY:

You know, just looking at this, we work now off of a Master List, a comprehensive analysis that we had done by an outside engineer. And if we look at it in its entirety, you know, there's over \$32 million worth of projects that they put in the pipeline. And, you know, they range everywhere from replacing sections of roof to the exterior, you know, window curtains down the side of the building, heating, etcetera. Near-term projects include outside storage facilities, we have a tremendous amount of container boxes that are inadequate to properly maintain inventory that we lose due to damage, and so that's one of the near-term projects.

CHAIRPERSON BROWNING:

Okay. Any questions about Riverhead? Now in the -- okay. The money for Yaphank, is that most -- that's obviously for the old wing?

CHIEF SHARKEY:

Yeah, that money is for the older portion of Yaphank which represents roughly half of the housing capacity there. And again, you're talking about, you know, asset maintenance. Again, we see the cost of building new is -- you know, we need to maintain what we have because the cost to replace them dwarfs it.

CHAIRPERSON BROWNING:

Okay. Is there anything else besides the jail? As far as Deputy Sheriffs, is there -- I didn't see anything to do -- did I see cars or anything, or is that in a separate one?

CHIEF SHARKEY:

Yeah, the vehicles generally, over the last few years since they were removed from the Operating Budget, have been -- the public safety vehicles have been handled under a separate project as a group. So I don't know. I'm not sure of the project number off the top of my head, but it's not a specific project to the Sheriff's Office DPW's project.

CHAIRPERSON BROWNING:

Did I not see public safety? Did I see vehicles somewhere.

MR. LIPP:

That would be Capital Project 3512 and we have a list here that you can see up on the screen.

CHAIRPERSON BROWNING:

I've got the book. Okay.

MR. LIPP:

According to this list, the Sheriff would get 18 vehicles this year and zero next year.

CHIEF SHARKEY:

(Laughter) Well, I will tell that you if there's vehicles slated for us for next year, we'll have a problem.

CHAIRPERSON BROWNING:

You will have a problem.

CHIEF SHARKEY:

We will have a problem if there's no vehicles slated for us for next year.

CHAIRPERSON BROWNING:

Right, if we're putting vehicles in the Capital Budget this year. Clearly we're not doing what we did

in the past, so -- okay, can you give me --

CHIEF SHARKEY:

There needs to be some sort of a steady stream of vehicles. We received approximately -- and I'm doing this off the top of my head -- roughly 25 vehicles we got out of the 2014 capital monies, which are due to get, as BRO said, roughly 18 vehicles out of 2015's money which won't be received until towards the end of the year.

Now, as part of our Operating Budget, we take a look at our vehicles even though they're not being funded from there, and it's always a portion of our submission in the Operating Budget to show you what our needs will be. And we recently -- we look -- we use the number 140,000 on our vehicles, which is higher than what DPW generally uses, 130,000. And I believe that we were projected by the end of 2016, which would be when we'd expect to receive some vehicles from 2016 Capital monies, we would project we'd have roughly 99 vehicles that would be over that 140,000 mark; take away the 25 and the 18, you know, we're still, you know, in the 50 vehicle range. So, you know, if we don't have a steady stream coming in, we're going to have a problem.

CHAIRPERSON BROWNING:

Okay. Because I'm looking here, it says, "*Justification that public safety fleet is declining due to age, mileage, lack of sufficient funding in the Operating Budget.*" But it's also saying, "*The vehicles scheduled for replacement are anticipated to have over 150,000 miles accrued by the end of 2014.*" And I guess marked Police sedans at 130. So we do have a list, I'm pretty sure we have the list of the vehicles that the Deputy Sheriffs have and the mileage.

MR. LIPP:

So this is a list not put -- I believe put together by the Budget Office in consultation. But that being said, the money, to use the proper term, the vehicle list is something that could be updated or is somewhat fungible, so the five million could be diverted to other uses depending upon the County Executive's Office and the department's desires.

CHAIRPERSON BROWNING:

Right. But again, is that enough? Because I don't want to take away from the Police District vehicles they need and start shifting around and we're going to be short -- if we're going to be short for the Police District if we take away from them, you know, and should we be putting more in? That's my question.

MR. LIPP:

You could make a case for that. It's hard to say, we'd have to, you know, look at the relative needs of the different departments. That being said, there's also perhaps a constraint, for lack of a better term, as to how much you want to spend.

CHAIRPERSON BROWNING:

Okay. So I guess the Working Group's meeting at three? Okay. You know what? We should talk about that this week.

CHIEF SHARKEY:

Legislator, that number, that \$5 million number has been static for, you know, I guess since it was rolled over out of the Operating into the Capital Program. That's been the allotted amount for law enforcement vehicles, and I believe that that includes more than -- it includes the Sheriff's Office, Police Department, Probation, District Attorney, I'm not sure if anybody else is in that mix.

CHAIRPERSON BROWNING:

Right.

CHIEF SHARKEY:

But when you break it down into the cost per vehicle, it's not a lot of vehicles.

CHAIRPERSON BROWNING:

No. So we'll have to talk about that and have an answer before Friday.

So Mike, you know, if you could kind of give us a ball park, you know, in the Sheriff's Department of vehicles that you think should be replaced, how many; if you could get that answer back to John?

CHIEF SHARKEY:

Yeah, I'll talk to John. But, I mean, realistically, what we need and what you can fund is not the same. But --

CHAIRPERSON BROWNING:

Right.

CHIEF SHARKEY:

-- as long as we have a stream of vehicles coming in, we'll find a way to get by. We'll have to spend more on repairs, which you'll see reflected when you see our Operating Budget submission.

CHAIRPERSON BROWNING:

Yeah. So, but if you could kind of help him with some information and we'll see what we can do before Friday. Okay? Is there anything else?

CHIEF SHARKEY:

No. As I said, everything else we concur with BRO. So unless you have questions, we're fine.

CHAIRPERSON BROWNING:

No? Nobody wants to raise any questions (*laughter*).

LEG. KENNEDY:

Without the exact number of cars that you need, zero for '17 is unworkable, we realize that. But once you come with a list, maybe we'll be able to do something else.

CHIEF SHARKEY:

Thank you.

CHAIRPERSON BROWNING:

Okay. Well, thank you. Enjoy your day.

Okay. Okay, Public Safety Communications is next on here, I guess that would be the Police Department, I guess. I'm following the book which will keep me on track so we don't miss anybody. Actually, hold on, I did miss something. Sorry, that wasn't the first thing.

CHIEF CAMERON:

Good afternoon.

CHAIRPERSON BROWNING:

Actually, what we could do -- I'm looking here. Actually, it's heavy duty vehicles and also body armor vests and then communications, I'm sorry. But I'm assuming you're here for everything anyway.

CHIEF CAMERON:

Yes.

CHAIRPERSON BROWNING:

I'm looking at the book so I don't miss anything.

CHIEF CAMERON:

Okay, that's fine.

CHAIRPERSON BROWNING:

I'm kind of going page-by-page. Okay. So if we can start with the heavy duty vehicles.

CHIEF CAMERON:

Okay. I can generally tell you, as a rule, we agree with all the County Executive's recommendations, so just to -- because we do have a lot of projects. But specifically the heavy duty vehicles, as you know, that's a project that replaces Emergency Service trucks and tow trucks on a regular basis, and we agree with the recommendations for the funding for that program.

CHAIRPERSON BROWNING:

Okay. Body armor; you agree, obviously.

CHIEF CAMERON:

Yes, we agree with that. Yeah, that's moving the money after 2015 back into the Operating Budget.

CHAIRPERSON BROWNING:

Okay. That's in subsequent years, you're good?

CHIEF CAMERON:

Yes, we're fine with that.

CHAIRPERSON BROWNING:

Okay. I do see the Yaphank tower. The County Exec's -- you requested 150,000 for '16, County Executive is '17 and subsequent years is BRO.

CHIEF CAMERON:

That's fine as well; we can deal with that.

CHAIRPERSON BROWNING:

You are good, okay.

CHIEF CAMERON:

Yes, Ma'am.

CHAIRPERSON BROWNING:

Does anybody have any questions? No, wow! Yes, Kara, no? I mean, I was looking through this earlier and I said --

LEG. HAHN:

Vehicles, heavy duty equipment -- no, wait. I'm on the wrong page. Were you talking about the heavy duty?

CHIEF CAMERON:

That's 3135, heavy duty vehicles.

CHAIRPERSON BROWNING:

The page number was 166.

LEG. KENNEDY:

1606.

CHAIRPERSON BROWNING:

1606. Do you have a question?

LEG. HAHN:

The flat bed tow trucks and the Emergency Service rescue trucks.
Tell us -- so what year are these two? Are these two both in '16, John?

CHIEF CAMERON:

We usually buy one vehicle every year and we alternate between a tow truck and an Emergency Service trucks, back and forth, year after year. And that keeps them -- I mean, their vehicles are on the road 24/7, they accumulate a lot of mileage per year, so that provides for regular replacement of those vehicles.

LEG. HAHN:

Yes. But is there any way to occasionally skip?

CHIEF CAMERON:

We did -- I believe we skipped '14, we did skip a year. I mean, right now the condition, specifically Emergency Service trucks, they need the trucks because every other truck has fairly high mileage except for one, in the quarter of a million mileage range in the trucks. So we need to keep the stream of trucks coming, otherwise we'll have a real problem. We may not have trucks available to provide the service.

LEG. HAHN:

So you think they're ear each at -- the ones that are due to be replaced this year are critical.

CHIEF CAMERON:

I wouldn't recommend skipping a year.

CHAIRPERSON BROWNING:

Okay. And there's another thing public safety, but it's -- okay, that's more of a DPW question.

MR. LIPP:

There's also 3514.

CHAIRPERSON BROWNING:

The traffic one, 3300, 3301; those are more traffic, DPW.

LEG. CALARCO:

Uh-huh.

CHAIRPERSON BROWNING:

I'm just kind of confused on some here. There was -- I did see there was for a boat?

CHIEF CAMERON:

That's to replace one of the large Marine Bureau boats.

CHAIRPERSON BROWNING:

Okay. And that's not until the 2017.

CHIEF CAMERON:

Correct. They've basically reached the end of their useful life and we're going to decommission once we want to replace with a new boat. Actually they're beyond their useful life.

*(*Legislator Krupski entered the meeting at 2:44 P.M. *)*

CHAIRPERSON BROWNING:

Well, I guess, Robert, we're going to -- because it's showing, obviously, this is an 18-year bond for a \$372,000 boat, which is actually going to cost us, wind up being 523,000?

MR. LIPP:

That's what it says.

LEG. HAHN:

What's the useful life of the boat?

CHIEF CAMERON:

The boats we've had now we've had for 30 years, so I would imagine 20 to 30 year useful life on these vessels.

CHAIRPERSON BROWNING:

We'll ask about that. But explain this, Robert.

MR. LIPP:

It's a pretty boat.

*(*Laughter*)*

CHAIRPERSON BROWNING:

No, when we do bond out, like for cars and equipment and that, we don't necessarily have to do --

MR. LIPP:

Okay. So --

CHAIRPERSON BROWNING:

Stretch it out like over an 18-year period or 20-year period.

MR. LIPP:

Right. So what we've --

CHAIRPERSON BROWNING:

The Comptroller can change that.

MR. LIPP:

Yes, the Comptroller has the latitude and the option to do several things. I won't bore you with what all the options are, but what I will tell you is that the last couple of years, I believe two years, they did parse out the public safety vehicles, and also liability settlements or medical settlements, and those were either -- those were anywhere from three to 5-year borrowings, and the rest of the Capital Projects were for a longer period and over the last ten years that period has averaged 18 years, so that's what we use for that. I would assume, but we don't know with a hundred

percent certainty, that this particular vehicle, being a boat, has a longer lifetime and, therefore, would probably fall under the longer period that we would normally borrow for.

CHAIRPERSON BROWNING:

Right, but we don't have to do that, that's the --

MR. LIPP:

That would be the option of the Comptroller.

CHAIRPERSON BROWNING:

Right.

MR. LIPP:

So basically what we're putting in the review here is what the -- at this point in time what we think the high probably scenario is. We can't put like 27 different listings of debt service, otherwise it will be too confusing.

CHAIRPERSON BROWNING:

Because when we read the paper about cars being, you know, purchased and bonds for cars, that they're -- you know, we're bonding for equipment and vehicles that, you know, their life span isn't as long as the bond.

MR. LIPP:

Yeah.

CHAIRPERSON BROWNING:

So that's the thing, is that the public, or with the assumption is that, *Oh, that's, you know, a 20-year bond for a five-year life span*, and it's not quite true.

MR. LIPP:

Right, but we used to also buy these -- buy public safety vehicles and other vehicles out of operating, too.

CHAIRPERSON BROWNING:

But we're not.

MR. LIPP:

We're not doing that anymore.

CHAIRPERSON BROWNING:

Right, right. Okay.

LEG. KENNEDY:

Just a quick question. When you get the new boat, what do you do with the old boat? Do we scrap it, do we sell it, or do we just leave it to rot somewhere?

CHIEF CAMERON:

We're in the process of decommissioning that boat now. And I would imagine, since we have a sister boat to it, that for the time being we're probably going to keep it for parts, because the other vessel is of equal age and we could probably -- there's probably useful parts that will keep that vessel in the water for some period of time.

LEG. KENNEDY:

Excellent.

CHIEF CAMERON:

Eventually we'll probably surplus it when we're done with it.

LEG. KENNEDY:

Okay.

CHAIRPERSON BROWNING:

And do we -- well, do we have any boats that are -- are we ready for the summer? Are we ready, every boat's ready to go put in the water? We have no issues.

CHIEF CAMERON:

Not every boat is ready, but we are ready for the summer, yes. We always have some boats that are down in maintenance. And this -- as I mentioned, this one particular boat is going to have to be decommissioned because the hull is just beyond, really beyond repair at this point, beyond practical repair.

CHAIRPERSON BROWNING:

Is this the type of boat that we're going to buy? Because I know that they don't all look like that.

CHIEF CAMERON:

Yeah, we're going to replace it -- we're not going to replace it in-kind, replace the vessel. We'll actually decommission it, it will probably cost in the neighborhood of \$800,000. So instead we're going to replace it with this rigid hull inflatable safety boat which is a safer boat, it's faster and it will meet our needs on the South Shore. So it's a less expensive alternative that can allow us to continue to do our job.

CHAIRPERSON BROWNING:

Okay. Well, like I said, I'd like to know that we have all of the vehicles or boats available and ready for the summer so that -- you know, you don't want to hear that the guys can't go out on the water.

CHIEF CAMERON:

No, we're ready. We're ready for the summer.

CHAIRPERSON BROWNING:

Okay. I appreciate it.

And on a separate note, it's not a Capital, but I know that you have officers who, you know, don't work during the winter. You have some regular Marine Bureau people who work year-round, right?

CHIEF CAMERON:

Yeah, the majority of the Marine Bureau works year-round, because we still provide boat service over the winter. I mean, there are still people out on boats that need help during the winter and we need to be able to respond, and there are communities in Fire Island that still need to be policed. We add additional seasonal people to Marine Bureau to meet the seasonal demand.

CHAIRPERSON BROWNING:

What's that change? What's the current number of full-time Marine Bureau versus when the summer, the seasonals?

CHIEF CAMERON:

I don't have the exact number of staffing in Marine Bureau right now, but I believe last year we added eight seasonal officers to Marine Bureau.

CHAIRPERSON BROWNING:

Eight seasonal?

CHIEF CAMERON:

Yes.

LEG. HAHN:

Do they come from the regular pool?

CHAIRPERSON BROWNING:

And those eight seasonal are usually from precincts and whatnot.

CHIEF CAMERON:

Correct.

CHAIRPERSON BROWNING:

Okay. So I'm not going to say another word (*laughter*). John's looking at me saying, *I know what you're thinking*; yes, I am.

CHIEF CAMERON:

That's what we've historically done just to beef up the staffing during the summer so we don't keep the officers in Marine Bureau year-round when the need is not there.

CHAIRPERSON BROWNING:

And I don't say we don't need to beef up the staffing in the water, but now we're not beefing up the staffing on the street. We're taking them from the street and putting them out in the Marine Bureau and now we're short on the street, because the class, from what I understand, won't be ready until August, probably, to be on their own. But that's for another day.

I appreciate it. Does anyone have any questions about anything else? No? Okay. Body armor; did I see how many? Are we buying new ones?

CHIEF CAMERON:

We are buying new ones. We need to buy new body armor every year because the manufacturer recommends five years, but we were able to extend that to seven years because we inspect the body armor to make sure it's still serviceable.

CHAIRPERSON BROWNING:

Okay.

CHIEF CAMERON:

So periodically we need to replace body armor and we also need to buy new body armor for officers that we hire. So every year there's an annual requirement to buy some number of body armor, and we anticipate the need and we budget enough money to meet that need.

CHAIRPERSON BROWNING:

Okay. I don't think there's -- I have no questions.

LEG. KENNEDY:

Just one quick question?

CHAIRPERSON BROWNING:

Okay.

LEG. KENNEDY:

Is there a warranty on body armor? Does it end at five years when the manufacturer recommends?

CHIEF CAMERON:

There's no warranty per se, but the manufacturer recommends five years and they're all right with us extending that due to our inspections. So it's not as if people aren't safe, we would not allow that to happen.

LEG. HAHN:

Is that a real thing? Like it really expires?

CHAIRPERSON BROWNING:

Yes.

CHIEF CAMERON:

Yes.

LEG. HAHN:

No, I know it says it does and they want you to, but can't we get another company that does discontinue their body armor? Does it really not work anymore?

CHIEF CAMERON:

Well, if you've ever wore body armor in the summer, you know you perspire heavily and that goes into the vest and it degrades the Kevlar and I would not want a member of our department wearing --

LEG. HAHN:

No.

CHIEF CAMERON:

-- body armor that wouldn't protect them.

LEG. HAHN:

No, as long as it's a real thing and not just a scam to get us to rebuy it all the time.

CHIEF CAMERON:

No, it's not a scam. Absolutely.

CHAIRPERSON BROWNING:

It's real. So, I guess there are no more questions. We appreciate you coming in.

CHIEF CAMERON:

We appreciate your attention. Thank you.

CHAIRPERSON BROWNING:

Thank you.

Okay. FRES; do we have anyone? Okay, Robert, what's the numbers for FRES? Okay, it's 3400?

*(*Legislator Martinez entered the meeting at 2:53 P.M. *)*

MR. VETTER:

It's 3405.

CHAIRPERSON BROWNING:

Fire Training center.

MR. VETTER:

Good morning; or good afternoon I should say.

CHAIRPERSON BROWNING:

Yeah, it's been a long morning *(laughter)*.

MR. VETTER:

Yeah. On behalf of the Commissioner, I would like to thank the County Exec's Office, as well as Budget and BRO, on the supporting documents and the submissions for the 2016 Capital. We are in agreement with what was requested and lies in front of you. I'll take any questions.

CHAIRPERSON BROWNING:

Any questions?

LEG. HAHN:

What's the most critical for you?

CHAIRPERSON BROWNING:

You had a question?

LEG. HAHN:

What do you see as most critical in here for you?

MR. VETTER:

So all projects that are put in front of you are critical. The first primary one is the current build-out, 3416 which is the CAD System.

As of Friday, May 14th, we received the proposed proposal for the build-out of the west-end sites. Two months ago that was a bond for 750,000 to bring it up, that will be triggered and built out and no money will be left there for the build-out of the East End sites. So the balance of those antenna sites and tower sites and infrastructure, as well as the hardware replacement on the VHF side of the system.

CHAIRPERSON BROWNING:

Is there any connection between this and that larger Motorola project?

MR. VETTER:

The PD one you're referring to?

CHAIRPERSON BROWNING:

Well, yeah, it kind of is, but the Motorola project is the --

MR. VETTER:

The big one, the 800 System.

CHAIRPERSON BROWNING:

Yeah.

MR. VETTER:

So to clarify, the County 800 system is not what the 109 fire departments, 27 EMS agencies are utilizing. That's infrastructure that County agencies, resources utilize. The majority of the system is on aging, end-of-service life, low-ban technology. A majority of the system, about 65, 70% of the system is merged over throughout the years to a UHF structure; that's the infrastructure we're building out on so that we could truly become interoperable, right?

CHAIRPERSON BROWNING:

Okay.

MR. VETTER:

We'd finally be there and they would be -- instead of all hardware-based, which that's what radios were back in the day; it's all IP-based, it's all computer-based kind of infrastructure. The current UHF project does have maintenance and refreshment put into it for the current west-end sites that will be built out. It will solve a significant amount and reduce the lack of coverage zones. So both this current phase here and the future proposal phases allows us to complete a truly County-wide system and close the transmission and receive sites in that way.

It should also be known that we'll actually be going to a simulcast component, so there will be a processing time reduction in call management. Currently, the dispatchers have to select the individual tower site, then send out the tones. Simulcasting in a zone, east or west end, will utilize all of that, so it layers the actual paging and activation component minimizing risk of stuff falling through the cracks.

CHAIRPERSON BROWNING:

You're good? Okay. Any other questions?

LEG. HAHN:

Ten years later.

MR. VETTER:

You're right. 3405, Fire Academy?

*(*Legislator McCaffrey entered the meeting at 2:57 P.M. *)*

So we currently are working with DPW. The \$150,000 that was bonded for the water/oil separator is actively engaged, that should be getting installed before the end of this year. We are in agreement and we've rescoped the numbers with both Budget as well as BRO. The rescoping of the amount of money is based on the amount of time that we could actually get the projects done within the Fiscal Year. We want to minimize the amount of time of shutting down the Fire Academy and taking away training. The million dollars that is proposed for 2016 allows us to replace and refresh the 20+ year old gas technology in the burn buildings.

CHAIRPERSON BROWNING:

Okay. And 2016 is -- are they building a new --

MR. VETTER:
2017 --

CHAIRPERSON BROWNING:
It says Garden Apartment modular.

MR. VETTER:
2017 is a modular, cargo box container assembly, so it's built off-site; it's non-traditional brick and mortar structure. It's a significant savings in funding. And it also gives us the ability to replace those individual units at smaller sections in comparison to a whole building.

LEG. HAHN:
Is it safe?

MR. VETTER:
It's very safe. Live-fire training is something that the fire service is actively engaged in and looking at. The theatrical firefighting of 20 years ago does not work anymore. Our fire -- our fire service here in Suffolk County, the fire workload is increasing. We have an increase in firefighting. The problem is that the service is not prepared for it. So it is safe. There is engineering controls built into it, deluge systems into it, shieldings, linings, meeting all the OSHA/NFPA standards that would be required.

And then the balance in 2018, the 1.9, is to complete some city-scape work. So we've ripped up roads, need to replace curb lines, fix other components within the site and replace the balance of the gas props; so the gas -- the car fire prop, the other components that are in that way.

LEG. HAHN:
You have the electric car prop, right?

MR. VETTER:
It's a gas. All the props on the field are propane, single-stage, gas fire props.

LEG. HAHN:
If -- but we have more and more electric cars on the road now. Do you have electric car simulation?

MR. VETTER:
There is no electric car simulation currently on the market. We have looked at a couple of other props as far as solar power and some of the other greener technology that's coming, it's just not built out yet within the technology.

LEG. HAHN:
You don't have a Tesler there? (*Laughter*).

LEG. McCAFFREY:
Use a \$120,000 car to burn.

LEG. HAHN:
No. But, I mean, it's certainly something that's different.

MR. VETTER:
It is.

LEG. HAHN:

On the road. You know, when there's an accident on the road and they have to come -- and they come across an electric car, it's very different from the traditional.

MR. VETTER:

It is. Now, there are courses actively taught within the Fire academy. In addition to regular auto extrication, about a year, year-and-a-half ago they started advance auto extrication, where resources, a lot of fire departments have physical paper or electronic resources available to them to look at the markings and the indication. The cars are also marked. So in those courses, the service is trained to look at -- to read the VIN numbers, the other indications, to understand the color codes of the wiring, to understand what to strip away before we actively start cutting so we don't go doing something worse. So there is --

LEG. HAHN:

Yeah, that's my point. Like, you know --

MR. VETTER:

Just curriculum in place. But to get an electric car, physically, financially not at the current time.

The last one is 3418. 3418 is our main building. This has been put in subsequent years since, I believe, 2004 plus. The building has environmental control and management issues, the building lacks basic adequate amenities for daily occupancy. The building's going to require some asbestos abatement. What we're looking for here is \$250,000 towards planning for us to actually start working farther past this year's feasibility, internal feasibility study with DPW and start getting some ideas how to address the overall needs for physical space, the ability for us to have an appropriate sized EOC, as well as general storage within the building.

*(*Legislator Lindsay entered the meeting at 3:02 P.M. *)*

CHAIRPERSON BROWNING:

You're good? Okay, sorry about that. Any other questions? No? Okay. Like I said, it's all very kumbaya, so that makes us happy. So anyway, thank you. And I'm sure if we do have any questions, we'll be in touch.

MR. VETTER:

I'm accessible. Thank you.

CHAIRPERSON BROWNING:

Thank you, we know you are.

Did I miss anybody in public safety? There's nobody here from the DA's Office. There's nobody from Probation. Actually, I did speak with the Deputy Director from Probation just a little beforehand, she's not here. There's nobody from the DA's Office. I think I'm not missing anybody, am I?

Okay. So with that, motion to adjourn. Second, Legislator Hahn. We're adjourned.

*(*The meeting was adjourned at 3:03 P.M. *)*