It is the policy of the Hampton Police Division that whatever the situation, the level of danger can be minimized if responding officers and other involved personnel approach their tasks in a preplanned manner. The Hampton Police Division shall utilize personnel and equipment in an effort to seek a successful conclusion to all high risk and critical incidents through the most efficient and safest means available. The mission of the S.W.A.T. Team is to provide the Hampton Police Division with a highly trained and equipped team that can mobilize and respond to any special situation or incident beyond the normal scope of police response that may require special weapons, tactics, and resources for a successful resolution. The requested equipment will provide invaluable safety measures for officers responding to high risk situations as well as support more advanced communications in the field. The Hampton Police Division is committed to the safety of its officers and that of the citizens of our city. This equipment will allow for officers to more safely intervene and mitigate the circumstances of serious incidents.

The Hampton Police Division seeks grant funding to purchase new equipment, with the latest technology and to replace outdated equipment that is no longer serviceable.

1. Drone – (1x $10,000)
    a. The drone is intended for close quarter, indoor and outdoor tactical scouting missions, and features a highly sensitive Night-Day + IR sensor camera giving it the ability to fly and see in complete darkness. In addition to the multiple rolls the drone can be utilized for, it can be used in conjunction with the robot for clearing large objectives (i.e. Convention Center). The drone can provide a visual of a cleared corridor while the tactical team and/or the robot is clearing another area so that the tactical team will not have to clear the area a second time.
    b. No drone

2. Robot – (1x $49,450)
    a. Designed for rapid tactical missions, the robot is deployed for searching rooms, hallways, stairwells and confined spaces. The robot has the ability to climb stairs and includes an extendible rotating claw arm that is capable of opening door handles. This allows the tactical team to enter an objective without putting any personnel in immediate danger and provides the team with a visual layout before the need to physically enter. The situational awareness created by deploying the robot heightens officer safety several times over.

3. Pole Camera System – (1x $32,000)
    a. The pole camera system utilizes multiple interchangeable attachments to accommodate a variety of ever changing tactical environments. This system allows a tactical team to view around corners, into rooms and attic spaces, under doors, and through windows without exposing an operator necessarily to potential danger. These safe and visual assessments can truly be the difference between life and death.
    b. Our current pole cam is apx 8 years old

4. Night Vision (18x$2,499.97)
    a. Many tactical operations occur during night-time hours. This can range from high risk warrant operations to violent, barricaded, and heavily armed subjects that require a precise response. Due to the nature of the investigation and the higher propensity of the subject being heavily armed, these are often conducted in overnight or early morning hours for the element of surprise. The Hampton Police Division is requesting night vision units in order to assist the officers pursuing these subjects to navigate effectively and be able to readily identify the subject(s) and bystanders in minimal to no ambient lighting. This will not only assist with officer safety but also help identify innocent bystanders that may be located in close proximity to the intended subject(s). Further, in cases of civil disturbance or unrest, officers can utilize the night vision for observation and scene surveillance in order to identify appropriate responses to commanders on the ground. This observation feature can provide essential information in order to de-escalate situations before they go too far and to scale police response as necessary. These Night vision devices will be helmet mounted to allow the operators to safely function in the dark. They are compatible with the current sight systems used on the operators entry weapons.

5. Communication Headsets (25x $1164.80)
    a. Replace the outdated headsets the SWAT team currently utilizes. These headsets will also provide the operators the ability to talk among themselves via a push to talk function.
6. Communication Headsets (8x $1911.65)
    a. Replace the outdated headsets the SWAT snipers currently utilize. These are bone conductor headsets that will not obstruct their ability to obtain a proper cheek weld like the bulkier headsets do.

7. Helmets (30X $778.92)
    a. Replace the expired helmets the SWAT team currently utilizes.
8. Gas Mask (30x $638)
    a. Replace outdated gas masks the SWAT team currently utilizes.

03OE-07-ROBT - Robots

Robotic platforms to support various mission areas such as explosive device remediation, hazardous materials operations, tactical law enforcement operations, search & rescue, and surveillance/detection.

03SR-03-SCAM - Camera, Search
Void area video search camera and accessories for inspecting voids and confined spaces with limited physical access. 03OE-07-SUAS - System, Small Unmanned Aircraft
A small unmanned aircraft system (sUAS) comprises an unmanned aircraft and the equipment necessary for the safe and efficient operation of that aircraft (see definitions below). The system generally includes a fixed or rotary-wing (tethered or non-tethered) aircraft and a Ground Control Station (GCS). sUAS must be operated in accordance with Federal Aviation Administration (FAA) regulations and statutory requirements. Comprehensive sUAS guidance is available on the FAA's website at https://www.faa.gov/uas/.

Definitions (*see* 44 U.S.C. § 44801; 49 U.S.C. § 40101 note; 14 C.F.R. § 107.3 for these and other relevant definitions):

- *Small unmanned aircraft* means an unmanned aircraft weighing less than 55 pounds on takeoff, including everything that is on board or otherwise attached to the aircraft.
- *Small unmanned aircraft system (small UAS)* means a small unmanned aircraft and its associated elements (including communication links and the components that control the small unmanned aircraft) that are required for the safe and efficient operation of the small unmanned aircraft in the national airspace system.
- *Unmanned aircraft* means an aircraft operated without the possibility of direct human intervention from within or on the aircraft.

See item 03OE-07-UPGD for accessories and upgrades.

> Note: Previous item 03OE-07-RPVS has been replaced by 03OE-07-ROVL (for land vehicles), 03OE-07-UMVS (for maritime systems), and 03OE-07-SUAS (for aircraft systems).

All of these responsibilities and duties directly align with the National Preparedness Goal in terms of response and recovery. The Divisions of Fire/Rescue and Police are also active members of the Port of Virginia Maritime Emergency Response Team and have a Memorandums of Understanding (MOU) with all surrounding jurisdictions in the area and, when requested, provide mutual aid response to any of these jurisdictions. The goal of HPD and HFD is to continue to build upon and deliver core capabilities relating to regional security cooperation and risk mitigation in order to close the region's capability gap in the areas of targeted, integrated preparedness.

As both a DOD strategic port and MARAD Top 10 Port, the Port of Virginia meets each of those qualities in addition to being the home to the largest naval base worldwide. As previously mentioned, the Port of

Virginia has one mobile command vehicle located on the Southside of Hampton Roads. In the event of a large-scale emergency incident, response of the Port's command vehicle may take several hours or, depending the incident, not be able to cross the waterway to the peninsula. This problem is detrimental to the resiliency of the Hampton Roads Region and the Port of Virginia. Acquisition of a second mobile command vehicle would improve the ability to respond to multiple incidents throughout the region and provide a platform for conducting an effective unified incident response that maximizes interagency coordination during emergency incidents. As such, a second mobile command vehicle would expand the Port of Virginia's incident command capabilities twofold. This enhanced capacity for emergency response to incidents occurring in and around the Port of Virginia, directly aligns with the national priority placed on Port Resilience and Recovery Capabilities. To assist with port resiliency and recovery, rapid information flow from the mobile command vehicle to the our city's Real Time Information Center (RTIC) provides another pivotal layer of tracking critical details and the immediate relay of information out to key stakeholders. It will also improve data collection processes as analysts can, in real-time, evaluate incoming information and generate a swift response back to on-scene personnel, regardless of which agency they represent. This connection will act as a cornerstone of this advanced technology strategy to respond to and the resources to recover from maritime emergency incidents to meet modern day challenges. This integration feature is a key characteristic of achieving truly successful port resilience and recovery solution for regional stakeholders.

Ultimately, The City of Hampton Joint Police and Fire/Rescue Maritime and Regional Mobile Command Vehicle Project seeks to enhance the capacity for emergency response to incidents occurring in and around the Port of Virginia, and directly aligns with the national priority placed on Port Resilience and Recovery Capabilities. By focusing on state of the art technology and future growth in subsequent years, the project solution will serve the Port of Virginia and Hampton Roads for decades to come. This commitment to a highly functional Mobile Command Vehicle supports the project scale required to address the ever-evolving vulnerabilities and security needs of an extensively trafficked coastal region.

The City of Hampton lies on the southernmost point of the Virginia Peninsula, at the entrance to the Port of Virginia. Within the Port, five major shipping channels cross through the jurisdictional boundaries of The City of Hampton. They are Thimble Shoals, Baltimore, York, Elizabeth River, and the James River channels. Through these shipping channels, The Port of Virginia receives extensive intermodal shipping container traffic each year, with heavy emphasis coming from China and other points in Asia bound for the United States. Complementing the accessible transfer facilities in the Hampton Roads region is a vast network of transportation infrastructure acting as major arteries for destinations across the country. This includes major bridges and tunnels such as the Monitor-Merrimac Memorial Bridge Tunnel (Interstate 664), the Chesapeake Bay Bridge Tunnel (Route 13) connecting Delaware, Maryland, Pennsylvania, and New York, and the Hampton Roads Bridge Tunnel (Interstate 64) which transports nearly three million vehicles each month and more than 100,000 vehicles per day during tourist season. As home to the largest U.S. Navy base in the world, Naval Station Norfolk, as well as a number of other significant military installations that encompass the U.S. Air Force, U.S. Army, U.S. Coast Guard and more, Hampton Roads is a prime target for terrorism. More alarmingly, terrorists would not have to target the military itself to impact military operations. The region is connected by a vast network of bridges, underwater tunnels, shipping channels, and railways which, if targeted, would disrupt maritime commerce transportation and potentially U.S. Naval deployments/operations. This expansive Area of Responsibility and Hampton's strategic

location at the mouth of the Port of Virginia both illustrate the need for HPD's S.W.A.T. Team to be properly outfitted with current technology to respond to and address incidents of suspicious activity while minimalizing the impact to human life.

and

pre-operational surveillance, and by investigative activity is crucial. Often during the planning phase(s), a terrorist may test the limits and response of law enforcement. It is during this time frame when mitigation has the highest potential to negate an attack. Hampton Roads' underwater detection abilities regionally exhibit glaring gaps due to the limited technology available to address these threats that, if executed, would ultimately cause economic damage, panic, and potentially mass casualties.

Additionally, as land and air defenses across the country are becoming more hardened, intelligence sources have indicated terrorism affiliates are expanding their consideration of underwater attacks. The mastermind of Al Qaeda's deadly attack in 2000 on the USS Cole in Yemen was said to be training recruits to plant explosives under and on docked ships and reports surfaced in 2004 that Al Qaeda had hired a maritime security expert. The sophistication of terrorist cells has grown over the years and underwater insertion methods of naval mines or underwater improvised explosive devices (UWIEDs) offer an element of surprise unrivaled by any land or air attack.