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Washington State Dept. of Commerce
Office of Firearm Safety and Violence Prevention - Community Safety Unit
Law Enforcement Pursuit Technology Grant Program
Deadline: 10/29/2023

City of Yakima
Violent Crime Reduction Through Technology

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USD\$ 150,000.00 Requested

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Minimum Qualification

1. Is your organization a Law Enforcement Agency within the state of Washington, as defined in RCW 10.116.010 (1)?

Link to RCW: <https://app.leg.wa.gov/RCW/default.aspx?cite=10.116.010>

☒ Yes

☐ No

Agency Information

2. List all agencies included in this proposal.

A single agency may apply, however, agencies are encouraged to apply together.

City of Yakima Police Department

3. Please choose the agency size category below according to the number of peace officers as defined in RCW 10.116.010(2) from the agency/agencies included in this proposal.

Link to RCW: <https://app.leg.wa.gov/RCW/default.aspx?cite=10.116.010> If applying with more than one agency, include the combined number of peace officers within the agencies.

☐ 1 to 50 Peace Officers

☐ 50 to 100 Peace Officers

☒ 100 to 150 Peace Officers

☐ 150 to 200 Peace Officers

☐ 200+ Peace Officers

Documents Requested *

Letter of Submittal (Section 3.1)

[download template](#)

Required? Attached Documents *



[Letter of Submittal](#)

Technical Proposal

1. Include a complete description of the Proposer's proposed approach and methodology for the project. This section should convey Proposer's full understanding of the proposed project.

Project Approach/Methodology of Technical Proposal (3.3 A)

The City of Yakima is uniquely positioned in central Washington. The geographical location of Yakima is important as it serves as the only urban area between the west side of the cascade and larger cities to the east, such as Spokane. This, along with over 19% of the population living below the poverty line, makes Yakima an attractive location for criminal activity.

The Yakima Police Department, the largest police agency within 150 miles, has continued to adapt to criminal patterns and, in recent years, began employing innovative techniques to deal with community problems. Here are a few examples:

- 2003 - First department in the area to equip cars with dashcams.
- 2005 - First department in the area to equip officers with less lethal conductive energy devices.
- 2012 - Implementation of a bait car program to reduce the number of stolen vehicles.
- 2014 - Equipped select police cars with automatic license plate reader cameras.
- 2018 - the first department in the region to implement cell phone forensic methods.
- 2019 - First department in the area to deploy unmanned aerial systems to track/ locate fleeing suspects.
- 2020 - Introduced the domestic violence intimate partner program to measure the extent of domestic violence through data and adopt policies to reduce those numbers.
- 2021 - Expanded the crime analyst position to an actual unit consisting of multiple analysts providing crime intelligence and data.
- 2021 - Implementation of stationary automatic license plate reader (ALPR) cameras.
- 2021 - Integration of all dashcam-equipped vehicles with the LPR program.

None of the above-listed advancements would have been possible without public funding opportunities and they have made the department more efficient. At the same time, our actual and budgeted staffing numbers have decreased since 2005. The City and the Department have a recognized track record of responsibly utilizing public funds.

Even with advancements in technology, the community continues to endure crime. In 2015, Yakima was ranked 19th in the nation for stolen cars per capita (470.20 per 100,000 population). In 2019, the last available report, Yakima was ranked 9th in the nation with 528.16 per 100,000 population.

While property crime is on the rise, we are lucky to see violent crime trending downward, but we are starting to see slight increases after coming out of the pandemic. We implemented stationary license plate readers in areas of the community where we saw the most crime. The effect of these cameras was seen almost immediately. The police department has solved multiple crimes that would have otherwise gone unsolved. Here is an example of some of the cases that have been solved using technology:

- Murder
- Burglary
- Kidnapping
- Robbery
- Assault with firearms
- Drive-by shooting
- Stolen Vehicle
- Fraud
- Shoplifting

The City of Yakima and the Yakima Police Department embrace technology in an effort to make our community safer.

Project Approach/Methodology

2. Demonstrate a need for pursuit technology equipment and that such is necessary for the operation of the law enforcement agency and protection of public safety.

Project Approach/Methodology of Technical Proposal (3.3 A.1)

I. Since 2020, the Yakima Police Department has averaged nine eluding incidents per month. This number is actually higher when you consider that when Washington State passed HB 1054 in 2021, officers were required to stop efforts to pursue vehicles that would not stop. Merely accelerating away from officers does not satisfy the reckless driving requirement of the eluding statute, so an eluding incident would not be counted in those instances. The Yakima Police Department has seen a

101% increase in vehicle pursuits from 2021 to 2022. In 2023, we have seen an increase of 7.9% through August.

Vehicle pursuits are dangerous. The failure to pursue also has grievous impacts. A balance of when to pursue and how to mitigate the dangers of pursuits is delicate. We believe that technology is providing the ability for the police to enforce serious crimes more safely.

II. The Yakima Police Department has had the opportunity to test different variations of equipment that assist in stopping and/or apprehending suspects who have fled over the last two decades. The Department believes that a three-pronged approach for stopping, identifying and arresting eluding suspects is the best way to combat this particular criminal behavior.

- Pursuit intervention devices – The Yakima Police Department uses a product called “Stop Stick”. Stop Sticks have been around for over three decades. The product is mounted in patrol vehicles and the officer will deploy the device ahead of a fleeing vehicle. In some cases, the sticks can be deployed while the suspect vehicle is stationary to prevent a possible pursuit from beginning. Once the vehicle tires roll over the device, its small but sharp hollow tubes puncture the tires allowing for slow deflation, which causes the suspect vehicle to decelerate to safer speeds, at which point continued fleeing becomes futile since the suspect can no longer create distance from pursuing police cruisers.

- Automatic License Plate Reader Technology – ALPRs can be mounted or be mobile. They work by taking a picture of license plates in their path. The plates are checked against state and federal databases to determine if the vehicle is stolen or has been involved in some other crime. The City of Yakima currently has 31 cameras covering approximately 8 of the 21 square miles that make up the city limits. The existing cameras only cover the eastern part of the city and we have seen a dramatic increase in the number of cases that are solved since their implementation.

- Unmanned Aerial Systems – Or, more commonly, drone technology. Unarmed drones in the field make it possible for officer-pilots to launch the device once a pursuit starts. This allows pursuing officers to back-off from the suspect vehicle, allowing for the suspect to slow down and find a place where they can abandon the vehicle and walk away. Drones allow officers to follow the vehicle without being detected and communicate where the suspect has fled.

III. The Yakima Police Department already employs the technology we are seeking to purchase. Most of the department personnel have been trained on the requested equipment. The only exception would be for training new UAS officer-pilot. The department policy requires that officer-pilots obtain a FAA Part 107 license. The Department’s training budget will absorb the cost of the training and licensing.

IV. The Department will have four phases to implement the program:

1. Budget Authority – Assuming that awarded funds are only eligible for reimbursement, the Department must request an increase in budget authority from the city council after being notified of the award. Budget amendments are approved each quarter, and based on award/contract dates contained in the notice of proposal, the budget amendment would be approved at the council budget meeting held in Q1 of 2024.

2. Ordering - Once the council has approved the expenditures, the Department will enlist the assistance of the city’s purchasing department. Due to the city already having contracts with the vendors providing equipment we are using I believe the projects will qualify for sole-source acquisition. In the best case, we could have orders placed within Q1 of 2024. If a bidding process becomes necessary, it will add approximately four weeks to the project to prepare the bid, award the bid, and make the order, which will put the order/acquisition into Q2 of 2024

3. Acquisition / Training – It is difficult to put a timeline on acquisition. Over the past few years we have seen severe delays due to disrupted supply lines. Those seem to be easing, but we still are seeing some delays. I expect to receive all products one to two months after ordering, but no later than June 1, 2024.

- a. Stop Sticks - We train personnel on Stop Sticks regularly. Once received our fleet maintenance staff will mount these items in the vehicle and be deployed in the field.

- b. ALPRS – Department personnel will not require additional training. The vendor will need to deploy technicians to the area to seek necessary permits and install the devices. This generally takes 1-2 months.

- c. UAS – Delivery is expected within 1-2 weeks of ordering. An internal selection process for interested personnel wanting to become officer-pilots will be completed upon learning of the award. Testing for certification can begin before the delivery of the devices. Once the devices are delivered, they are expected to be in the field almost immediately. Training consists of online

instruction, which takes approximately two weeks followed by a certification test administered by FAA satellite sites. Our current officer-pilots train on practical skills once per month.

4. Measuring – The Department already uses its record management system to track a variety of criminal activity and police response. Additionally, the Department is already tracking the Deployment of the technology we seek to implement. The police crime and intelligence analysts will provide monthly reports on deployments of technology and crime trends. The data that will be collected are as follows:

Eluding Incidents Stolen Vehicles Recovered Stolen Vehicles
UAS Deployments Stop Stick Deployments
ALPR Case Assists Eludes Ending in Collision

V.

3. Describe the type and quantity of equipment/technology to be acquired under this RFP and to be made available for deployment within each agency or agencies covered by the Proposal, and to whom and where the equipment/technology will be distributed an

Project Approach/Methodology of Technical Proposal (3.3 A.2)

Stop Sticks - Only a quarter of the Department's current fleet is equipped with Stop Sticks. We propose to purchase 60 more stop sticks so that each vehicle is equipped. This allows every officer, detective and command officer to participate in bringing dangerous pursuits to a conclusion.

ALPRs - We believe that additional cameras in the central and western parts of the city will have the same dramatic effect in solving crime. As our Chief said when referring to ALPRs, "This is the single greatest change since DNA – what this system does is a game-changer." The Department will seek to add approximately 20 more cameras to the western part of the city where we are starting to see upticks in crime.

While the Department currently has a UAS program, it only consists of two devices (one for training and one for deployments) that must be shared among three pilot-officers. This requires storing the device in an accessible area for the other officer-pilots. This causes delays in deployment. The goal is that all officer-pilots would be equipped with a platform while in the field and be "flight ready" when needed. On average, vehicle pursuits last less than 10 minutes. Our request is to add 3 platforms to our fleet and train one additional patrol officer-pilot for a total of 4 field-ready units. Additionally, monitors mounted in the rear of designated patrol vehicles make piloting the UAVs easier and safer.

4. Identify who, from whom, when and by what medium of instruction peace officers with access to this equipment/technology acquired under this RFP will receive training on use of such equipment/technology prior to its use.

Project Approach/Methodology of Technical Proposal (3.3 A.3)

All police officers are trained on our existing technology, to include Stop Sticks and ALPRS. The exception of UAS. Officers selected as pilot must receive FAA Part 107 Training and pass the FAA license certification prior to becoming pilots. In addition, all pilots are paired with "spotters" who assist the pilot in looking for possible dangers. All spotters, must take a test to understand basic drone/aircraft operation. As mentioned in section 2, the Department's training budget will absorb the costs of training and certification.

5. Include a specific plan for the implementation, use and effectiveness reporting of acquired equipment/technology.

Project Approach/Methodology of Technical Proposal (3.3 A.4)

IV. The Department will have four phases to implement the program:

1. Budget Authority – Assuming that awarded funds are only eligible for reimbursement, the Department must request an increase in budget authority from the city council after being notified of the award. Budget amendments are approved each quarter, and based on award/contract dates contained in the notice of proposal, the budget amendment would be approved at the council budget meeting held in Q1 of 2024.

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 - b. ALPRS – Department personnel will not require additional training. The vendor will need to deploy technicians to the area to seek necessary permits and install the devices. This generally takes 1-2 months.
 - c. UAS – Delivery is expected within 1-2 weeks of ordering. An internal selection process for interested personnel wanting to become officer-pilots will be completed upon learning of the award. Testing for certification can begin before the delivery of the devices. Once the devices are delivered, they are expected to be in the field almost immediately. Training consists of online instruction, which takes approximately two weeks followed by a certification test administered by FAA satellite sites. Our current officer-pilots train on practical skills once per month.
4. Measuring/Reporting – The Department already uses its record management system to track a variety of criminal activity and police response. Additionally, the Department is already tracking the Deployment of the technology we seek to implement. The police crime and intelligence analysts will provide monthly reports on deployments of technology and crime trends. The data that will be collected are as follows:

Eluding Incidents Stolen Vehicles Recovered Stolen Vehicles
 UAS Deployments Stop Stick Deployments
 ALPR Case Assists Eludes Ending in Collision

6. Include a plan to establish or enhance data-sharing and management policies including policies related to sharing data between law enforcement agencies and other third parties. Established and enhanced policies shall be updated to include new technologies and ensure all personnel who operate the vehicle pursuit technology, or access the vehicle pursuit technology data, are trained to use that technology and are able to comply with the data-sharing and management policies prior to the operational use of the vehicle pursuit technology.

Project Approach/Methodology of Technical Proposal (3.3 A.5)

Policy Establishment –

- a. Yakima Police Department Policy 353.6 establishes that any equipment shared with other agencies be documented. Further, copies of that documentation will be kept with the watch commander to ensure the use of the equipment and/or supplies are in compliance with any applicable sharing agreements. The policy does not differentiate between new and antique technologies. The department has a number of memorandums of understanding with surrounding agencies to provide assistance when requested.
- b. The Department has established policies on all technology being requested in this proposal to include that personnel have been trained on the technology. The department also regularly trains its personnel on public disclosure guidelines and the sharing of data.

Work Plan

7. Include all project requirements and the proposed tasks, services, activities, etc. necessary to accomplish the scope of the project defined in this RFP. This section of the technical proposal must contain sufficient detail to convey to members of the evaluation team the Proposer's knowledge of the subjects and skills necessary to successfully complete the project. This section of the technical proposal must include a description of the proposed procurement and distribution of equipment, as well as the training to be given on the equipment acquired. Identify any work to be completed by subcontractors but do not select subcontractors until all relevant requirements have been reviewed, including the Code of Federal Regulations if applicable.

Work Plan of Technical Proposal (3.3 B)

- 1. Upon learning of award, the contract must be approved by City Legal.
- 2. Once approved it will be placed on the City Council Agenda for approval at the next meeting.
- 3. A Department notice will be sent looking for officers interested in becoming officer pilots to submit a memo.
- 4. After a closing date, the Department will hold oral interviews for officers interested in becoming pilots. A skills test may be required. A selection will be made.
- 5. In 2024, the Department will ask to have its budget increased to purchase the equipment in this notice.
- 6. Formal bids will be collected and submitted to the Purchasing Department.
- 7. Purchasing prepares the purchase order and submits it back to the Police Department to move forward with the purchase.
- 8. The Department will coordinate with the ALPR manufacturer on the location of cameras and when the technicians will be in town.
- 9. The department receives all required ordered equipment.
- 10. All invoices are forwarded to the Finance Department as backup for reimbursement.
- 11. The equipment is inventoried and deployed to the field.
- 12. The crime analyst unit began monitoring use monthly preparing reports.
- 13. One final report will be created at the end of the performance period and submitted to Commerce.

Project Schedule

8. Include a project schedule indicating when the elements of the work will be completed. Project schedule must ensure that any deliverables requested are met.

Project Schedule of Technical Proposal (3.3 C)

December 2023 Awardee Notification

December 12 or January 2, City Council Approves Commerce Contract

December 2023 Department opens pilot position

January 2024 Pilot is selected, begins training/certification.

February 2024 City Council approves increase to budget.

February 2024 Purchase process begins (could be delayed if bidding is required)

April 2024 the Department takes delivery of items. Most items delivered to the field immediately. ALPRS may need more time for delivery and final installation

April 2024 Measuring of deployed equipment can begin.

July 2024 Final report to Commerce

Outcomes and Performance Measurement

9. Describe the impacts and outcomes the Proposer will achieve, including how these impacts and outcomes will be monitored, measured and reported to COMMERCE.

Outcomes and Performance Measurement of Technical Proposal (3.3 D)

Measuring – The Department already uses its record management system to track a variety of criminal activity and police response. Additionally, the Department is already tracking the Deployment of the technology we seek to implement. The police crime and intelligence analysts will provide monthly reports on deployments of technology and crime trends. The data that will be collected are as follows:

Eluding Incidents Stolen Vehicles Recovered Stolen Vehicles

UAS Deployments Stop Stick Deployments

ALPR Case Assists Eludes Ending in Collision

Risks

10. Identify potential risks that are considered significant to the success of the project in sufficient detail to convey to members of the evaluation team the Proposer's ability correctly assess and manage risk. Include how the Proposer will effectively monitor and manage these risks, including timely reporting of risks to COMMERCE.

Risks of Technical Proposal (3.3 E)

The Yakima Police Department has been successfully deploying the requested technology in some cases for over ten years (Stop Sticks). Undoubtedly, the technology has assisted the Department in solving violent crime. With all technology, there are inherent risks that come with its possible deployment. The City of Yakima Police Department takes this seriously, which is why the Department adheres to a shift schedule that provides training each month. The Department takes into consideration the requirement for training each time new policies or equipment is deployed.

With that said, we do not see any risks with training, but rather with the failure of the equipment. See the following risks we believe are possible with the equipment being requested.

- Stop Sticks – The Department has used Stop Sticks for almost two decades. There are many success stories, but there have been some failures and there are risks.
 - o At low speeds, the sticks may not puncture tires and not prevent a pursuit from continuing.
 - o Personnel must be out in front of the fleeing vehicle and throw the sticks in its path. This is done before the suspect vehicle reaches the area, however, this places the officer at risk if the suspect loses control or swerves. The Department mitigates this with training to retreat to a place of cover after deployment.
 - o Suspects may see the sticks and swerve to avoid them, causing them to lose control at high speeds and increasing the potential for a collision.
 - o Deflated tires will slow the vehicle considerably and make it more difficult to control. Continued driving will cause the tire to fall off the rim, causing sparks on the roadway, which could result in fires.
- UAS – The Department has successfully used a UAS for searching for approximately four years. Here are the potential risks.
 - o Pilot error could cause the UAS to collide with property. The department policy mitigates this by requiring a spotter to assist the officer-pilot during deployments.
 - o Technology failures can cause a UAS to fall from the sky or “fly away” if the connection to the controller is lost (referred to as “link loss”). The department only purchases equipment that will “fly home” if it experiences link loss.

- o Most UAS use a nickel-cadmium battery. While improbable, these batteries can catch fire. Our officer-pilots inspect the batteries regularly and replace any batteries that begin to "swell".
- o UAS operates using four props. If one prop was to fail or become disabled, it would make the device more difficult to control. Our officer-pilots train for this type of malfunction.
- ALPR – The Department has been using ALPR's since 2022. There has been little risk.
- o A potential risk is that the ALPR system misreads a plate and provides a hit on criminal activity. Department policy requires the plate to be confirmed with dispatch prior to police action.
- o With all technology, abuse of access is a possibility. The Department takes this seriously and keeps an audit of all searches to ensure the technology is used for legitimate criminal justice purposes.

Deliverables

11. Fully describe deliverables to be submitted under the proposed contract. Deliverables must support the purpose of this RFP described in Section 1.1 and met the requirements set forth in Section 1.2.

Deliverables of Technical Proposal (3.3 F)

The Department, at the conclusion of the performance period will create a report with the following data points to be addressed and then compared to the data after implementation for a similar time period.

Vehicle Pursuits/Eluding
UAS Deployments
ALPR Stolen Vehicle Hits
Stolen Vehicle Incidents
Recovered Stolen Incidents
Pursuits Ending In Collision
Pursuit Intervention Attempts
Pursuit Intervention Success
Pursuit Intervention Failures
Arrest/Eluding Ratio

Related Information

12. If the Proposer or any known subcontractor contracted with the state of Washington during the past 24 months, indicate the name of the agency, the contract number and project description and/or other information available to identify the contract.

If not applicable please put N/A. Related Information (3.3 G.1)

N/A

13. If the Proposer's staff or subcontractor's staff was an employee of the state of Washington during the past 24 months, or is currently a Washington State employee, identify the individual by name, the agency previously or currently employed by, job title or position held and separation date.

If not applicable please put N/A. Related Information (3.3 G.2)

N/A

14. If the Proposer has had a contract terminated for default in the last five years, describe such incident. Termination for default is defined as notice to stop performance due to the Proposer's non-performance or poor performance and the issue of performance was either (a) not litigated due to inaction on the part of the Proposer, or (b) litigated and such litigation determined that the Proposer was in default.

If not applicable please put N/A. Related Information (3.3 G.3)

N/A

15. Submit full details of the terms for default including the other party's name, address, and phone number. Present the Proposer's position on the matter. COMMERCE will evaluate the facts and may, at its sole discretion, reject the proposal on the grounds of the past experience. If no such termination for default has been experienced by the Proposer in the past five years, so indicate.

If not applicable please put N/A. Related Information (3.3 G.4)

N/A

Documents Requested *

Cost Proposal (Section 3.4)

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Required? Attached Documents *



[Budget](#)

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