

# CITY OF OAKLAND

## AGENDA REPORT

OFFICE OF THE CITY CLERK  
CITY OF OAKLAND

**To:** Office of the City Administrator  
**Attn:** Deborah Edgerly  
**From:** Police Department  
**Date:** September 12, 2006

2006 AUG 29 PM 5:00

**Re: A Report and Proposed Resolution Authorizing the City Administrator, on Behalf of the City of Oakland, to Accept and Appropriate Grant Funds in the Amount of Five Hundred Three Thousand Three Hundred and Seventy-Four Dollars (\$503,374) from the State of California, Office of Traffic Safety, for Implementation of the Selective Traffic Enforcement Program in the Police Department**

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### SUMMARY

A resolution has been prepared authorizing the City Administrator, on behalf of the City of Oakland, to accept and appropriate grant funds in the amount of \$503,374 from the State of California, Office of Traffic Safety, for implementation of the Selective Traffic Enforcement Program. The proposed program period is October 1, 2006 through September 30, 2007. The funds will be used to provide supplemental law enforcement services and other innovative strategies to reduce the number of persons killed and injured in traffic collisions.

### FISCAL IMPACT

The State of California, Office of Traffic Safety, approved the Police Department's Selective Traffic Enforcement Program application and awarded the City of Oakland \$503,374 in state grant funds. Revenues and appropriations will be allocated in the State of California Grant Fund: 2999, Strategic Area Command Division Org.: 101310; Patrol Program: PS11, in a Project to be determined. There is no match requirement. Expense allocations are as follows:

Description and Use of Funds	Amount
Sworn & Civilian Personnel Overtime for Enforcement Operations	71,058
Court Sting Operations	9,141
Warrant Service Operations	28,744
Travel	4,000
Fully Equipped Motorcycles (11 @ \$25,415.28/ea)	279,568
Traffic Citation Writers (11 @ \$3,853/ea)	42,383

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Training for Citation Writers	<b>3,580</b>
Lidar Units <sup>1</sup> for Speed Enforcement Operations (11 @ \$4,200/ea)	<b>46,200</b>
Radar Units for Speed Enforcement Operations (11 @ \$1,700/ea)	<b>\$18,700</b>
<b>Total</b>	<b>\$503,374</b>

Central Services Overhead (CSO) charges associated with the \$71,058 for salary and wages equals \$12,627, based on a 17.77% calculation rate. However, the granting agency specifically disallows CSO charges. Therefore, the Department requests a waiver for applicable Central Services Overhead charges.

**BACKGROUND**

Traffic safety remains one of the top three concerns of neighborhoods across the City. The officers assigned to the Traffic Enforcement Unit respond to accidents, focus on traffic concerns at hazardous intersections, respond to citizen complaints, participate in traffic awareness presentations to local groups, and conduct general traffic enforcement activities.

The Traffic Unit works in conjunction with the Police Service Area commanders and the Crime Prevention Teams (CRT) to address these quality of life issues by saturating locations plagued by unsafe traffic conditions and/or impaired or unlawful drivers.

**KEY ISSUES AND IMPACTS**

The enactment of the Selective Traffic Enforcement Program (STEP) will enable the Department to expand its traffic enforcement program to more readily address traffic related issues throughout the City of Oakland. The Department continues to experience difficulties related to the collection and analysis of traffic collisions and traffic enforcement data. Neither of these functions are adequately supported by the Department’s records management systems. Further, as referenced in the chart below, the Department is only able to track a few of the essential traffic statistics for public safety and/or administrative purposes.

Collision Type	2003		2004		2005	
	Collisions	Victims	Collisions	Victims	Collisions	Victims
Fatal	34	36	28	30	24	24
Injury	1,580	2,392			1,624	2,011

<sup>1</sup> Lidar uses bursts of light which allow the Lidar unit to determine the distance to the target vehicle by calculating the time it takes the beam to reflect off of the vehicle and return to the unit. As the vehicle gets closer to (or farther from) the unit, this distance changes. Lidar units use this change in distance and time as key components to determine the target vehicle's speed.

**Traffic Collision Data**

	2003				2004				2005			
	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured
<b>Alcohol Involved</b>	10	51	12		3	57	3		5	52	6	86
<b>Hit &amp; Run</b>	7		7		4		5		5	357	5	
<b>Nighttime 9:00 p.m. -3:00 a.m. Hours</b>	11		15		11		11		9	224	9	322

**NOTE:** The term “Fatal” refers to the number of vehicle collisions that resulted in a death. “Killed” refers to the number of persons who died as the result of fatal collisions. “Injury” refers to the number of injury accidents and “Injured” to the number of people hurt in vehicular accidents.

The Police Department’s STEP initiative is designed to employ law enforcement and other innovative strategies to reduce the number of persons killed and injured in traffic collisions. Current funded strategies include sidseshows and street racing abatement, Driving Under the Influence (DUI)/Driver’s License checkpoints and DUI roving patrols. Personnel assigned to the STEP initiative will also develop a “Hot Sheet” program, designed to notify patrol and traffic officers to be on the lookout for identified repeat offenders with suspended or revoked licenses as a result of traffic convictions.

**SUSTAINABLE OPPORTUNITIES**

**Economic** - Reckless driving, exhibitions of speed, unlicensed operation, DUI, and other traffic problems negatively impact property value and business opportunities. Efforts to address these problems will lead to improvements of these public safety issues.

**Environmental** - The toxic fumes produced by vehicles during sidseshows and street racing are a health hazard. Abating the problems will result in an improvement in air quality.

**Equity** - STEP efforts are focused on those who do not obey traffic safety regulations and are more likely to cause or be involved in a traffic accident.

**DISABILITY AND SENIOR CITIZEN ACCESS**

There are no ADA or senior citizen access issues contained in this report.

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**RECOMMENDATION**

The Oakland Police Department recommends that the City Council authorize the City Administrator to accept grant funds in the amount of \$503,374 from the State of California, Office of Traffic Safety, and appropriate said funds to the Police Department Criminalistics Division.

**ACTION REQUESTED BY THE CITY COUNCIL**

Staff recommends that the City Council approve the resolution.

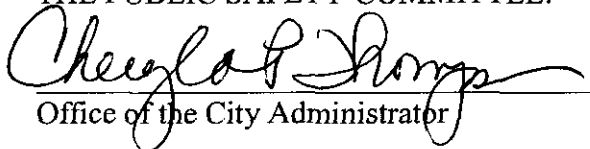
Respectfully submitted,



Wayne G. Tucker  
Chief of Police

Prepared by: Lieutenant Anthony Banks  
Strategic Area Command  
Office of the Chief of Police  
And  
Candice Jessie  
Budget and Grants Administrator  
Bureau of Administration

APPROVED AND FORWARDED TO  
THE PUBLIC SAFETY COMMITTEE:

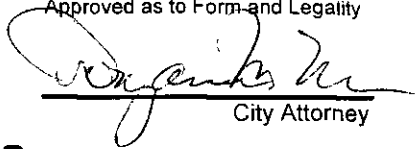


Office of the City Administrator

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# OAKLAND CITY COUNCIL

OFFICE OF THE CITY CLERK

  
City Attorney

RESOLUTION No. \_\_\_\_\_ C.M.S.

2006 APR 21 AM 10:52

Introduced by Councilmember \_\_\_\_\_

**RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR, ON BEHALF OF THE CITY OF OAKLAND, TO ACCEPT AND APPROPRIATE GRANT FUNDS IN THE AMOUNT OF FIVE HUNDRED THREE THOUSAND THREE HUNDRED AND SEVENTY-FOUR DOLLARS (\$503,374) FROM THE STATE OF CALIFORNIA, OFFICE OF TRAFFIC SAFETY, FOR IMPLEMENTATION OF THE SELECTIVE TRAFFIC ENFORCEMENT PROGRAM IN THE POLICE DEPARTMENT**

**WHEREAS**, the State of California, Office of Traffic Safety has advised that the City of Oakland has been awarded a grant in the amount of \$503,374 to support the Oakland Police Department's implementation of the Selective Traffic Enforcement Program; and

**WHEREAS**, the Selective Traffic Enforcement Program is geared toward offsetting the incidents of reckless driving and exhibitions of speed commonly referred to as Sideshows and Street Racing, perpetrated by unlicensed and impaired drivers that plague the City of Oakland and the greater San Francisco Bay Area; and

**WHEREAS**, the Selective Traffic Enforcement Program is designed to employ law enforcement and other innovative strategies to reduce the number of persons killed and injured in traffic collisions; and

**WHEREAS**, the proposed grant does not allow for any indirect costs (Central Services Overhead) charges in the amount of \$12,627, and the Department has requested a waiver of said charges; and

**WHEREAS**, these funds will be used to support the Police Department's efforts to enhance the services of the Department's Strategic Area Command Division; now, therefore be it

**RESOLVED:** That said grant shall be maintained in the State of California Grant Fund: 2999; Strategic Area Command Division Org.: 101310; Patrol Program Code: PS 11; in a Project Account to be determined; and be it

**FURTHER RESOLVED:** That Central Services Overhead costs of \$12,627 (17.77%) are hereby waived; and be it

**FURTHER RESOLVED:** That the City Council does hereby authorize the City Administrator or her designee to accept and appropriate \$503,374 in grant funds from the State of California, Office of Traffic Safety, to the Oakland Police Department, and to complete all required negotiations, certifications, assurances, and documentation required to accept, modify, extend and/or amend the grant.

IN COUNCIL, OAKLAND, CALIFORNIA, \_\_\_\_\_, 20\_\_\_\_\_

**PASSED BY THE FOLLOWING VOTE:**

AYES- BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, and PRESIDENT DE LA FUENTE

NOES-

ABSENT-

ABSTENTION-

ATTEST: \_\_\_\_\_

LaTonda Simmons  
City Clerk and Clerk of the  
Council of the City of Oakland, California