

CITY OF OAKLAND
AGENDA REPORT

OFFICE OF THE CITY CLERK

2007 APR 25 PM 10:21

To: Office of the City Administrator
Attn: Deborah Edgerly
From: Police Department
Date: May 8, 2007

Re: A Report and Proposed Resolution Authorizing the City Administrator, on Behalf of the City of Oakland, to Accept and Appropriate Grant Funds in an Amount Not to Exceed Three Hundred Eighty-Six Thousand One Hundred and Ten Dollars (\$386,110) from the State of California, Office of Traffic Safety, for the 2007 Implementation of the Selective Traffic Enforcement Program in the Police Department

SUMMARY

A resolution has been prepared authorizing the City Administrator, on behalf of the City of Oakland, to accept and appropriate grant funds in an amount not to exceed \$386,110 from the State of California, Office of Traffic Safety, for the 2007 implementation of the Selective Traffic Enforcement Program. The proposed program period is October 1, 2007 through September 30, 2008. 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 in the City of Oakland.

FISCAL IMPACT

Authorizing this resolution will allow the City to accept and appropriate grant funds in an amount not to exceed \$386,110 from the State of California, Office of Traffic Safety to the Police Department for the Selective Traffic Enforcement Program. The proposed program period is October 1, 2007 to September 30, 2008. Revenues and appropriations will be allocated in the State of California Grant Fund: 2999; Traffic Administration Division Org.: 101380; Traffic Program: PS14, in a Project to be determined. There is no match requirement. The Traffic Operations Section Commander will be responsible for ensuring the terms set forth in the grant agreement are met.

Expense allocations are as follows:

Description and Use of Funds	Amount
Sworn & Civilian Personnel Overtime for Enforcement Operations	256,410
Court Sting Operations	10,400
Travel	6,000
Traffic Citation Writers (6 @ \$3,900/ea)	23,400
Training for Citation Writers	25,000

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Lidar Units ¹ for Speed Enforcement Operations (11 @ \$4,200/ea)	46,200
Radar Units for Speed Enforcement Operations (11 @ \$1,700/ea)	\$18,700
Total	\$386,110

Central Services Overhead (CSO) charges associated with the \$266,810 for salary and wages equals \$47,412, based on a 17.77% calculation rate. The granting agency, however, 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 throughout the City that are plagued by unsafe traffic conditions and/or impaired or unlawful drivers.

KEY ISSUES AND IMPACTS

The continued 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	2004		2005		2006	
	Collisions	Collisions	Collisions	Victims	Collisions	Victims
Fatal	28	28	24	24	32	35
Injury			1,624	2,011	1,627	2,112

¹ 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.

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Traffic Collision Data

	2004				2005				2006			
	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured
Alcohol Involved	3	57	3		5	52	6	86	7	52	7	78
Hit & Run	4		5		5	357	5		6	320	7	
Nighttime 9:00 p.m. -3:00 a.m. Hours	11		11		9	224	9	322	8	209	10	289

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 strategies to reduce the number of persons killed and injured in traffic collisions. Current funded strategies include Sideshow 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 sideshows 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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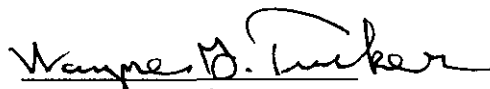
RECOMMENDATION

The Oakland Police Department recommends that the City Council authorize the City Administrator to accept grant funds in an amount not to exceed \$386,110 from the State of California, Office of Traffic Safety, and appropriate said funds to the Police Department.

ACTION REQUESTED BY THE CITY COUNCIL

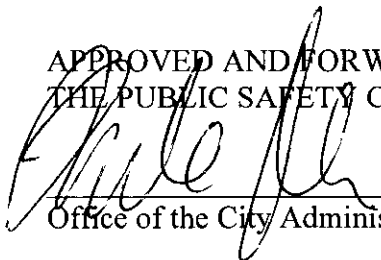
Staff recommends that the City Council approve the resolution.

Respectfully submitted,


Wayne G. Tucker
Chief of Police

Prepared by: Lieutenant Anthony Banks, Sr.
Strategic Area Command
And
Candice Jessie
Budget and Grants Administrator
Bureau of Administration

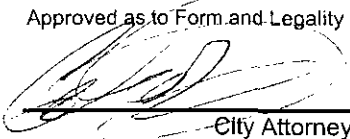
APPROVED AND FORWARDED TO
THE PUBLIC SAFETY COMMITTEE:


Office of the City Administrator

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OFFICE OF THE CITY CLERK
OAKLAND

OAKLAND CITY COUNCIL



City Attorney

RESOLUTION No. _____ C.M.S.

2007 APR 25 AM 10:22

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR, ON BEHALF OF THE CITY OF OAKLAND, TO ACCEPT AND APPROPRIATE GRANT FUNDS IN AN AMOUNT NOT TO EXCEED THREE HUNDRED EIGHTY-SIX THOUSAND ONE HUNDRED AND TEN DOLLARS (\$386,110) FROM THE STATE OF CALIFORNIA, OFFICE OF TRAFFIC SAFETY, FOR THE 2007 IMPLEMENTATION OF THE SELECTIVE TRAFFIC ENFORCEMENT PROGRAM IN THE POLICE DEPARTMENT

WHEREAS, it is anticipated that the State of California, Office of Traffic Safety shall award the City of Oakland grant in an amount not to exceed \$386,110 to support the Oakland Police Department's implementation of the 2007 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 City Council previously authorized acceptance of similar grant funds by Resolution No. 80130 C.M.S., dated September 19, 2006; and

WHEREAS, the proposed grant does not allow for any indirect costs (Central Services Overhead) charges in the amount of \$47,412, 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; Traffic Administration Division Org.: 101380; Traffic Program Code: PS14; in a Project Account to be determined; and be it

FURTHER RESOLVED: That Central Services Overhead costs of \$47,412 (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 grant funds in an amount not to exceed \$386,110 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