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OFFICE OF THE CITY CLERK
OAKLAND

2019 OCT 31 PM 1:07

AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: Anne Kirkpatrick
Chief of Police

SUBJECT: Informational Report Regarding Police
Motor Patrol Operations

DATE: October 17, 2019

City Administrator Approval

Date:

10/31/19

RECOMMENDATION

Staff Recommends That The City Council Receive An Informational Report Regarding Police Motor Patrol Operations Related To The Fiscal Year 2019-2020 State Of California, Office Of Traffic Safety (OTS) Selective Traffic Enforcement Program (STEP).

EXECUTIVE SUMMARY

This report provides data on the main citation types issued to individuals during the period of October 1, 2018 to September 18, 2019 in association with the OPD traffic operations funded by the OTS STEP Grant. This report also provides a map that locates these traffic operations.

BACKGROUND/LEGISLATIVE HISTORY

On September 24, 2019, the Public Safety Committee (PSC) requested additional information when staff presented the Fiscal Year (FY) 2019-20 OTS Traffic Safety Grant Report (see **Attachment A**). The PSC requested a breakdown of types of citations issued in conjunction with the OTS STEP Grant-funded motor patrol activity; and 2) a map of grant-funded traffic operations. This report is responsive to the committee's request.

ANALYSIS AND POLICY ALTERNATIVES

The report FY 2019-20 Traffic Safety Grant report showed that there was a total of 1,187 citations issued between November 26, 2018 and June 30, 2019 associated with the grant-funded operations. Table I below provides data on the main citation types issued to individuals during the period of October 1, 2018 to September 18, 2019.

Item: _____
Public Safety Committee
November 12, 2019

Table I: Types Issued During FY: 2019-20 OTS STEP Grant-Funded OPD Traffic Operations

Statute	Offense Description	Citations Issued
23123.5(A)	Driving while operating handheld communication device ¹	438
22450(A)	Fail to stop at Stop Sign ²	343
23123(A)	Using a mobile phone without a handheld device ³	397
12500(A)	Driving without a license	226
16028(A)	Failure to provide financial responsibility to operate a motor vehicle (e.g. insurance).	147
21461(A)	Failure to obey a traffic sign or signal	158
21950(A)	Failure to yield to a pedestrian at crosswalk	128
14601.1(A)	Driving with a suspended driver license	116
4000(A)	No vehicle registration	63

Attachment B to this report is a map of grant-funded traffic operations titled, "OPD Traffic Grant Locations & Specific Operations October 2018-September 2019.

FISCAL IMPACT

This is an informational report and has no fiscal impact.

¹ A person shall not drive a motor vehicle while holding and operating a handheld wireless telephone or an electronic wireless communications device unless the wireless telephone or electronic wireless communications device is specifically designed and configured to allow voice-operated and hands-free operation, and it is used in that manner while driving.

² The driver of any vehicle approaching a stop sign at the entrance to, or within, an intersection shall stop at a limit line, if marked, otherwise before entering the crosswalk on the near side of the intersection

³ 23123.(a) A person shall not drive a motor vehicle while using a wireless telephone unless that telephone is specifically designed and configured to allow hands-free listening and talking, and is used in that manner while driving.

PUBLIC OUTREACH / INTEREST

No public outreach was conducted in the preparation of this report.

COORDINATION

The Office of the City Attorney reviewed the resolution associated with the FY 2019-20 OPD Traffic Safety Grant Report (see **Attachment A**).

SUSTAINABLE OPPORTUNITIES

Economic: There are no economic opportunities associated with this report.

Environmental: There are no environmental opportunities associated with this report.

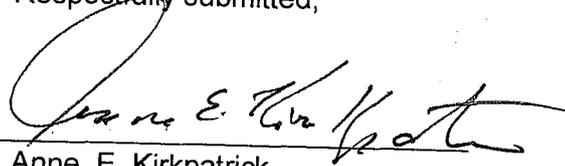
Race and Equity: Reckless driving, speeding, unlicensed vehicle operation, DUI, and other traffic problems negatively impact public safety and the quality of life of all Oaklanders. Efforts to address these problems will lead to life improvements for all resident and visitors.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Receive An Informational Report Regarding Police Motor Patrol Operations Related To The Fiscal Year 2019-2020 State Of California, Office Of Traffic Safety (OTS) Selective Traffic Enforcement Program (STEP).

For questions about this report, please contact Lieutenant Sean Fleming, OPD, Traffic Operations Section, at (510) 777-8637.

Respectfully submitted,



Anne. E. Kirkpatrick
Chief of Police
Oakland Police Department

Reviewed by:
Sean Fleming, Lieutenant of Police
OPD, Traffic Operations Section

Prepared by:
Bruce Stoffmacher, Management Assistant
OPD, Research and Planning, Training Division

Attachments (1)

A: FY 2019-20 OPD Traffic Safety Grant

B: OPD Traffic Grant Locations & Specific Operations October 2018-September 2019



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OAKLAND
2019 SEP 12 AM 3:19

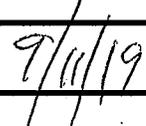
AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: Anne Kirkpatrick
Chief of Police

SUBJECT: FY 2019-20 OPD Traffic Safety Grant

DATE: August 27, 2019

City Administrator Approval  Date: 

RECOMMENDATION

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator, Or Designee, To Accept And Appropriate Grant Funds In The Amount Of Five Hundred Thousand Dollars (\$500,000) Dollars From The State Of California, Office Of Traffic Safety (OTS), For The Fiscal Year 2019-2020 Selective Traffic Enforcement Program (STEP), To Be Administered By The Oakland Police Department (OPD); And To Authorize The General Purpose Services Fund To Contribute Seventy One Thousand Two Hundred Twenty Two Dollars (\$71,222) To Cover The Related Central Services Overhead Charges.

EXECUTIVE SUMMARY

Approval of this resolution will allow traffic safety OTS grant funds to be received by OPD Traffic Operations Section (TOS) for traffic safety. The \$500,000 grant awarded to OPD will also be used to:

- Cover overtime costs for OPD officers engaged in driving under the influence of alcohol or other drugs (DUI) and other traffic safety and enforcement operations, including operations conducted in collaboration with the Alameda County Sheriff's Office (ACSO);
- Purchase LIDAR¹ Devices, a Crash Data Retrieval System Update, and other DUI/ driver's license (DL) checkpoint supplies; and
- Cover related travel and specialized training.

OTS does not allow grant funds to be used for overhead costs; OPD therefore requests that the City Council waive the City's Central Services Overhead (CSO) costs of \$71,222.

¹ LIDAR stands for "Light Detection and Ranging." LIDAR is a remote sensing method that uses light in the form of a pulsed laser to measure ranges or distances. Law enforcement can pinpoint a certain vehicle in a group of vehicles to ascertain vehicle speed.

BACKGROUND / LEGISLATIVE HISTORY

The State of California has made progress in reducing the rate of motorist related fatal and serious injury collisions which occur due to alcohol consumption, speeding, running of red lights and other select vehicle code violations. However, these types of incidents remain prevalent causes of death and injury nationally and in California. Studies conducted in California and other states have shown that cities engaged in enforcement operations targeting select vehicle code violations have seen substantial reductions in fatal and injury collisions.

City Council previously approved acceptance and appropriation of the STEP grant via Resolution No. 83555 C.M.S., dated September 20, 2011; Resolution No. 84712 C.M.S., dated November 19, 2013; Resolution No. 85274 C.M.S., dated November 18, 2014; Resolution No. 85768 C.M.S., dated September 8, 2015; Resolution No. 86491 C.M.S., dated November 3, 2016, Resolution No. 86958 C.M.S., dated November 7, 2017, and Resolution No. 87363 C.M.S., dated October 16, 2018.

ANALYSIS AND POLICY ALTERNATIVES

The National Highway Traffic Safety Administration (NHTSA) funds OTS to administer the Selective Traffic Enforcement Program (STEP). These grant funds will provide OPD with the added tools to be more successful in curbing problems associated with impaired drivers, red light runners, speeding vehicles and other aggressive and reckless driving. OPD's goal is to increase motorist, pedestrian and bicyclist safety (reduction of fatalities and injuries) by deploying comprehensive, consistent and targeted traffic enforcement. Operations mostly focus on intersections and thoroughfares that have a disproportionate number of traffic collisions, injuries and safety issues.

Specifically, OPD will use the grant to mitigate vehicle traffic-related injuries and increase pedestrian and bicycle safety, including fatalities and persons injured in collisions involving alcohol, speed, red light violations, aggressive driving, and other types of primary collisions. OPD's Traffic Operations Section (TOS) will use the grant funds to further these goals through both education and enforcement, and in partnering with the Alameda County Sheriff's Office (ACSO) to conduct high visibility collaborative DUI and Traffic enforcement operations. The grant funds will also be used to purchase Lidar devices, as speeding is one of the top three primary collision factors and accounts for the second most injury collisions. Furthermore, OPD will purchase an update to OPD's existing Crash Data Retrieval System (Black Box) as well as DUI/DL Checkpoint supplies, with these funds.

Staff will continue to operate the STEP grant in accordance with OPD policies and the OTS grant requirements. These requirements include the performance of the following operations planned between October 1, 2019 and September 30, 2020:

- Four DUI/DL Checkpoints
- 12 DUI Saturation Patrol Operations
- 12 Traffic Enforcement Operations

- 11 Distracted driving enforcement operations targeting drivers using hand-held cellular phones and texting while driving
- 12 Collaborative Traffic Enforcement Operations (ACSO)
- 12 Collaborative DUI Enforcement Operations (ACSO)
- Three motorcycle safety operations
- Two Night-time "click it or ticket" seatbelt enforcement operations
- 11 bicycle and pedestrian enforcement operations in identified areas of high bicycle and pedestrian traffic
- One Traffic Safety educational presentations
- Participation in National Walk to School Day
- Participation in National Highway Traffic Safety Administration (NHTSA) Winter and Summer mobilizations
- Participation in the National Distracted Driving Awareness Month
- Participation in the National Click It or Ticket mobilization period
- Participation in the National Bicycle Safety Month
- Participation in the National Motorcycle Safety Month
- Participation in National Teen Driver Safety Week
- Participation in the National Child Passenger Safety Week
- Participation in the California Pedestrian Safety Month
- Maintain a "HOT Sheet" program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders on a monthly basis
- Send law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) POST-certified training
- Send law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) POST-certified training
- Send law enforcement personnel to the DRE recertification training

OPD administered STEP grants in FY 2010-2011, FY 2011-2012, FY 2013-2014, FY 2014-2015, FY 2015-2016, FY 2016-2017, and FY 2018-19. Table 1 below provides collision data for the prior three years.

Table 1- Oakland Collisions, Injuries, and Fatalities: 2016-2019

Collision Type	FY 2016-17				2017-18				FY 2018-19			
	Collisions		Victims		Collisions		Victims		Collisions		Victims	
Fatal	21		21		27		27		20		21	
Injury	2148		2441		2007		2698		1406		1677	
	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured
Alcohol - Involved	2	56	2	78	3	18	3	40	1	15	1	24
Hit & Run	3	434	3	555	9	493	9	618	2	465	3	636
Nighttime (2100-0259 hours)	6	259	6	366	14	114	17	176	5	136	1	147
Top 3 Primary Collision Factors*									Fatal	Injury	Killed	Injured
#1 -	22350 VC (unsafe speed)								1	136	1	147
#2 -	21453(a) VC (red light)								0	182	0	147
#3 -	22107 VC (unsafe change of course)								3	655	3	672

* Estimated data

Many factors (undetermined in many cases) can contribute to collisions. Table 1 above shows that traffic collision injuries have decreased and well as the number of victims as a result of collisions. There was a slight decrease in deaths and injuries resulting from alcohol-involved collisions in 2018-19. The number of injuries related to collisions happening at nighttime has increased slightly, but the deaths have decreased. There was a slight decrease in the number of hit and runs, but a decrease in the number of deaths. This indicates ongoing traffic safety issues, which negatively impacts the lives and safety of Oakland community members. Funding from OTS will position OPD to continue its efforts to make the streets safer for pedestrians and the motoring public.

Most of the grant funds are allocated to cover police officer overtime expenses associated with conducting DUI/DL checkpoints and DUI saturation patrols, and Traffic enforcement operations. More than half of the overtime funding is allocated to collaborative DUI and traffic enforcement operations conducted in partnership with the Alameda County Sheriff's Office (ACSO). In addition to costs associated with various DUI/DL checkpoints and needed supplies, the TOS will purchase:

1. LIDAR devices to automate the entire process of speed detection, vehicle identification, driver identification and evidentiary documentation; and
2. Software update to the Crash Data Retrieval System, which is used to retrieve and analyze vehicle event recorder data for investigating serious traffic collisions.

Training and travel costs are also funded.

The Public Safety Committee, during the October 2018 presentation of the prior STEP Grant report, requested additional information about stop data associated with STEP Grant-funded operations. The data presented in Tables 2 below represents outcomes from STEP Grant-funded operations, separated by race; the data showcases stops that occurred between November 26, 2018 through June 30, 2019.

Table 2: STEP Grant-funded Stop Data, by Race: November 26, 2018 – June 30, 2019

Race	Arrest	Citation	Warning	No Action	Total
AA* / Black	9	475	10	8	502
Hispanic	9	345	6	3	363
White	2	170	6	2	180
Asian	1	107	4	3	115
Other	0	90	2	1	93
Total	21	1187	28	17	1253

Race	Arrest	Citation	Warning	No Action	Total
AA* / Black	2%	95%	2%	2%	100%
Hispanic	2%	95%	2%	1%	100%
White	1%	94%	3%	1%	100%
Asian	1%	93%	3%	3%	100%
Other	0%	97%	2%	1%	100%

* AA = African American

Officers first began to record stops specific to the STEP Grant on November 26, 2018. There were 90 stops in 2018 – all of which resulted in citations. For 2019 stops, officers were now able to select multiple results for a stop (Citation, Warning, Arrest and/or Field Contact). Citations in Table 2 above refer to when no arrest occurred. The “other” category refers to stops when there was no arrest or citation.

FISCAL IMPACT

OTS will reimburse the City up to \$500,000 for the various enforcement operations and education programs during the grant period of October 1, 2019 to September 30, 2020. The budget for the OTS STEP grant award is outlined in Table 2 below.

Table 3 - OTS STEP Funding Plan

Use of Funds	Amount
Overtime to conduct enforcement operations	\$219,500
Overtime to conduct collaborative enforcement operations in partnership with	\$240,000
Travel/Training Expenses	\$9,000
Lidar Devices and Crash Data Retrieval System software update	\$23,500
DUI Checkpoint Supplies	\$8,000
TOTAL	\$500,000

Funds will be allocated in the State of California Grant Fund (2159), Traffic Enforcement Division Organization (107510), Traffic Operations Program (PS14), in the Project to be determined. The program will be managed by the Traffic Operations Section Commander.

Table 4 - Location of OTS STEP Grant Funds

Fiscal Year	Fund Source	Organization	Project	Program	Amount
2019-20	2159	107510	TBD	PS14	\$500,000

General Purpose Fund Contributions

Based on the City's Central Services Overhead (CSO) rate of 15.5%, overhead charges associated with the grant's personnel costs will be approximately \$71,222. However, per the granting agency, indirect costs such as CSO charges are disallowed. Staff therefore requests the City's General Purpose Fund contribute \$71,222 to cover the CSO charges.

PUBLIC OUTREACH / INTEREST

This item is of interest to the public as these grant funds will be used to promote public safety on Oakland's public streets.

COORDINATION

This report and legislation have been reviewed by the Office of the City Attorney and the Budget Bureau.

SUSTAINABLE OPPORTUNITIES

Economic: There are no economic activities associated with this report

Environmental: There are no environmental opportunities identified in this report.

Social Equity: Reckless driving, speeding, unlicensed vehicle operation, DUI, and other traffic problems negatively impact public safety and the quality of life of all Oaklanders. Efforts to address these problems will lead to quality of life improvements for all resident and visitors.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator, Or Designee, To Accept And Appropriate Grant Funds In The Amount Of Five Hundred Thousand Dollars (\$500,000) Dollars From The State Of California, Office Of Traffic Safety (OTS), For The Fiscal Year 2019-2020 Selective Traffic Enforcement Program (STEP), To Be Administered By The Oakland Police Department (OPD); And To Authorize The General Purpose Services Fund To Contribute Seventy One Thousand Two Hundred Twenty Two (\$71,222) To Cover The Related Central Services Overhead Charges.

For questions about this report, please contact Lieutenant Sean Fleming, OPD, Traffic Operations Section, at (510) 777-8637.

Respectfully submitted,



Anne E. Kirkpatrick
Chief of Police
Oakland Police Department

Reviewed by:

Sean Fleming, Lieutenant of Police
OPD, Traffic Operations Section

D. Nell Wallington, Fiscal Services Manager
OPD, Fiscal Services Division

Bruce Stoffmacher, Management Assistant
OPD, Research and Planning, Training Division

Prepared by:

Molly Giesen-Fields, Grants Coordinator
OPD, Fiscal Services Division

Item: _____
Public Safety Committee
September 24, 2019

FILED
OFFICE OF THE CITY CLERK
OAKLAND

Maria Hayes
City Attorney

2019 SEP 12 AM 9:01
OAKLAND CITY COUNCIL

RESOLUTION No. _____ C.M.S.

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR, OR DESIGNEE, TO ACCEPT AND APPROPRIATE GRANT FUNDS IN THE AMOUNT OF FIVE HUNDRED THOUSAND DOLLARS (\$500,000) DOLLARS FROM THE STATE OF CALIFORNIA, OFFICE OF TRAFFIC SAFETY (OTS), FOR THE FISCAL YEAR 2019-2020 SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) TO BE ADMINISTERED BY THE OAKLAND POLICE DEPARTMENT (OPD), AND TO AUTHORIZE THE GENERAL PURPOSE SERVICES FUND TO CONTRIBUTE SEVENTY ONE THOUSAND TWO HUNDRED TWENTY TWO DOLLARS (\$71,222) TO COVER THE RELATED CENTRAL SERVICES OVERHEAD CHARGES.

WHEREAS, the Selective Traffic Enforcement Program (STEP), from the State of California, Office of Traffic Safety (OTS), is designed to reduce the number of people injured or killed in crashes involving alcohol, speed, red light running, and other primary collision factors through the combined efforts of OTS and local law enforcement agencies; and

WHEREAS, grant funds totaling Five Hundred Thousand Dollars (\$500,000) have been awarded by OTS for OPD's continued participation in STEP for the current fiscal year; and

WHEREAS, the FY2019-20 STEP grant award period of performance is October 1, 2019 through September 30, 2020; and

WHEREAS, OTS does not allow STEP grant awards to be used for indirect overhead costs; therefore a contribution from the General Purpose Fund in an amount equivalent seventy one thousand, two hundred twenty two dollars (\$71,222), based on the City's Central Services Overhead (CSO) rate of 15.5%, is requested from the General Purpose Fund to cover the related CSO costs; and

WHEREAS, the City Council previously authorized acceptance of similar OTS STEP grant funds via Resolution No. 83555 C.M.S., dated September 20, 2011; Resolution No. 84712 C.M.S., dated November 19, 2013; Resolution No. 85274 C.M.S., dated November 18, 2014; Resolution No. 85768 C.M.S., dated September 8, 2015; Resolution No. 86491 C.M.S., dated November 29, 2016, Resolution No. 86958 C.M.S., dated November 7, 2017, and Resolution No. 87363 C.M.S., dated October 2, 2018; therefore be it

RESOLVED: That the City Council does hereby authorize the City Administrator or designee to accept and appropriate a grant award in the amount of five hundred thousand dollars (\$500,000) from the State of California, Office of Traffic Safety; and be it

FURTHER RESOLVED: That all CSO overhead charges associated with this grant in an estimated amount of seventy one thousand two hundred twenty two dollars (\$71,222) for fiscal year FY 2019-20 will be offset through a contribution of the General-Purpose Fund; and be it

FURTHER RESOLVED: That the grant funds shall be maintained in the State of California Grant Fund: 2159, Traffic Enforcement Division Org.: 107510; Traffic Enforcement Program: PS14, in a Project to be determined; and be it

FURTHER RESOLVED: That the City Council hereby authorizes the City Administrator or designee to act as an agent to conduct all negotiations and related actions and to sign all applications and agreements that may be necessary for the completion of the aforementioned grant.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - FORTUNATO BAS, GALLO, GIBSON MCELHANEY, KALB, REID, TAYLOR, THAO AND
PRESIDENT KAPLAN

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____
LATONDA SIMMONS
City Clerk and Clerk of the Council
of the City of Oakland, California

