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AGENDA REPORT

TO: Sabrina B. Landreth
CITY ADMINISTRATOR

FROM: Sean Whent

SUBJECT: California Office of Traffic Safety Grant:
2015-2016 Selective Traffic Enforcement
Program

DATE: July 9, 2015

City Administrator
Approval

Date

7/15/15

COUNCIL DISTRICT: City-Wide

RECOMMENDATION

Staff recommends that the City Council:

Adopt a Resolution Authorizing the City Administrator to 1) Accept and Appropriate Grant Funds in the Amount of Two Hundred Ninety Thousand Dollars (\$290,000) from the State of California, Office of Traffic Safety (OTS), for the Fiscal Year 2015-16 Selective Traffic Enforcement Program (STEP) to be administered by the Oakland Police Department (OPD); 2) Authorize the General Purpose Fund to Contribute Fifteen Thousand Eighty Two Dollars (\$15,082) to cover the Central Service Overhead (CSO) Charges; and 3) Accept and Appropriate the Fiscal Year 2016-17 OTS STEP Grant Award in Advance in an Amount not to Exceed Three Hundred Forty-Eight Thousand Dollars (\$348,000) and Authorize the General Purpose Fund to Cover the Associated CSO Charges.

OUTCOME

Acceptance of OTS funds will assist OPD in reducing the number of fatalities and persons injured in collisions involving alcohol and those caused primarily by unsafe speed and red light violations through the use of education and enforcement.

EXECUTIVE SUMMARY

OTS provides grant-funded programming and equipment to jurisdictions throughout California. OPD has limited resources to dedicate to improve traffic safety in the City of Oakland. OPD has received STEP grants from OTS for several years to bolster its limited resources. The current funding amount available to OPD is \$290,000. This funding will be used to meet a number of

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traffic safety goals including reductions in the number of persons killed and injured in traffic collisions through conducting 51 traffic safety operations.

BACKGROUND/LEGISLATIVE HISTORY

The State of California has made positive strides in recent years 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, both nationally and in California. Studies conducted in California and other states have shown that cities engaged in enforcement operations targeting select California Vehicle Code violations have seen substantial reductions in fatal and injury collisions.

OTS grant-funded programs have been intended to reduce fatal and injury collisions while reinforcing safe driving behavior through speed reduction, aggressive driving elimination, and increased use of seat belts. Operations are focused on intersections where a disproportionate number of traffic collisions occur. Operations are also focused on motorcycle safety issues.

OPD staffs the Traffic Enforcement Unit with personnel funded by a grant from the United States Department of Justice Office of Community Oriented Policing (DOJ COPS). Traffic enforcement operations are funded through grant awards such as STEP. OPD administered STEP grants in the 2010-2011, 2011-2012, 2013-2014 and 2014-2015 fiscal years. OPD did not receive funding during the 2012-2013 fiscal year as it was an audit year. (OTS does not award grants to agencies in the years that they audit an agency's program.) The most recent STEP grant award was accepted by the City Council on October 30, 2014 (Resolution No. 85274 C.M.S.).

ANALYSIS

The OPD Traffic Section has taken steps to improve traffic safety through law enforcement, including comprehensive traffic enforcement strategies and operations. Traffic officers and supervisors receive ongoing training (Driving Under the Influence (DUI) check point management and field sobriety recognition training) in traffic enforcement and awareness operations. The Traffic Section has computerized its reporting and record-keeping procedures as they relate to fatal and injury collision data.

OPD provided the top three causes of collisions in the City of Oakland for 2014 to OTS:

Ranking	Cause	Collisions		Victims	
		Fatal	Injury	Killed	Injured
1	Unsafe Speed	8	328	9	375
2	Unsafe Left or U-Turn	1	400	1	450
3	Unsafe Turn	1	450	1	475

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Specific goals for the STEP grant include:

- Reduction in the number of persons killed and injured in traffic collisions
- Reduction in the number of persons killed and injured in traffic collisions in alcohol-involved and/or drug-involved collisions
- Reduction in the number of motorcyclists killed and injured in traffic collisions and those killed and injured in alcohol-involved collisions
- Reduction in the number of fatal and injury hit and run collisions
- Reduction in nighttime (9:00 pm to 2:59 am) fatal and injury collisions
- Reduction in the number of bicyclists killed and injured in collisions
- Reduction in the number of pedestrians killed and injured in collisions

The table below provides data concerning collisions, injuries, and fatalities in the City of Oakland including data related to three focus areas of the grant (alcohol-involved, hit and run, and nighttime driving):

Table 1: Traffic Collisions and Victims in the City of Oakland

	Collisions		Victims	
	<i>Fatal</i>	<i>Injury</i>	<i>Killed</i>	<i>Injured</i>
<i>2012</i>				
Alcohol-Involved	7	27	7	39
Hit and Run	6	396	6	481
Nighttime (9:00 pm to 2:59 am)	10	207	10	355
<i>2013</i>				
Alcohol-Involved	4	28	4	39
Hit and Run	5	364	5	412
Nighttime (9:00 pm to 2:59 am)	12	111	12	194
<i>2014</i>				
Alcohol-Involved	3	35	4	53
Hit and Run	4	418	4	527
Nighttime (9:00 pm to 2:59 am)	8	117	8	195

In order to meet grant goals, OPD staff will continue to complete the STEP in accordance with OPD policy and OTS grant requirements. These requirements include the performance of the following operations between October 1, 2015 and September 30, 2016:

- 5 DUI/Driver License Checkpoints
- 12 DUI Saturation Patrols
- 4 Distracted Driving enforcement operations targeting drivers using hand-held cellular phones and texting
- 12 Traffic Enforcement operations including, but not limited to, select primary collision factor violations
- 4 Motorcycle Safety operations
- 2 Click-It or Ticket seatbelt enforcement operations
- 12 bicycle and pedestrian enforcement operations in identified areas of high bicycle and pedestrian traffic
- Participation in the National Distracted Driving Awareness Month in April
- Participation in the statewide Click It or Ticket mobilization period in May
- Collaboration with the Alameda County Chiefs of Police Association's Avoid the 21 Driving under the Influence Coalition

Five police motorcycles are being purchased because using motorcycles to conduct many of the above operations is far more effective than using patrol cars. OPD received 11 motorcycles from OTS in 2007. Adding five additional motorcycles will supplement the aging fleet and better serve the increased number of personnel assigned to the Traffic Operations Section. Motorcycles have been found to be more effective vehicles for traffic enforcement than patrol cars. Motorcycles provide three key advantages over patrol cars for traffic enforcement:

- Police officers on motorcycles have a much greater opportunity to view potential traffic violators than do officers in patrol cars. Officers on motorcycles generally have an unobstructed vantage point to view traffic violations. This is especially important when enforcing occupant safety laws – such as those concerning seatbelt use and child safety seat use. This is also very important for enforcing distracted driving laws – such as those concerning use of cellular devices while driving.
- Police officers on motorcycles are able to maneuver their vehicles more effectively than patrol cars can be maneuvered. This is especially important when responding to a traffic collision or attempting enforcement action and traffic congestion makes it very impractical – or impossible – for an officer to respond in a patrol car.
- Police officers on motorcycles are able to station their vehicles in spaces where patrol cars will not fit. This is especially important in areas where enforcement is necessary to address a serious traffic safety issue and it is impractical – if not impossible – to position patrol cars in the immediate area to provide this enforcement.

COST SUMMARY/IMPLICATIONS

The California Office of Traffic Safety will reimburse the City up to \$290,000 for the various enforcement operations and educational programs during the grant period of October 1, 2015 - September 30, 2016.

The budget for the OTS STEP grant award is outlined below:

Table 2: OTS STEP Grant Funds

Use of Funds	Amount
Overtime for enforcement operations October 1, 2015 to September 30, 2016	\$98,190
Travel/Training Expenses	\$5,000
Five (5) Police Motorcycles	\$175,000
DUI Checkpoint and Device/Calibration Supplies	\$11,810
Total Grant Funding	\$290,000
City of Oakland Central Service Overhead (CSO) Contribution for Overtime*	\$15,082
Grand Total	\$305,082

* Central Service Overhead (CSO) charges only apply to Personnel Costs.

Based on a 15.36 percent calculation rate, the Central Service Overhead (CSO) charges associated with the \$98,190 for overtime equals \$15,082. However, per OTS, indirect costs such as CSO charges are disallowed. OPD requests the General Purpose Fund contribute \$15,082 to cover the CSO charges for the overtime.

SOURCE OF FUNDING:

Funds will be allocated in the State of California Grant Fund (2999), 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.

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

Staff consulted with the Budget Office and the Office of the City Attorney in the preparation of this report.

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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: There are no environmental opportunities identified in this report.

Social Equity: The services provided by the Police Department's participation in the Selective Traffic Enforcement Program will assist the community through improved police services, safety and enhanced police-community relations.

For questions concerning this report, please contact Lieutenant David Elzey at 510-777-8637.

Respectfully submitted,



Sean Whent
Chief of Police
Oakland Police Department

Prepared by:
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Oakland Police Department

Mica Hynes
City Attorney

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OAKLAND CITY COUNCIL

RESOLUTION No. _____ C.M.S.

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO 1) ACCEPT AND APPROPRIATE GRANT FUNDS IN THE AMOUNT OF TWO HUNDRED NINETY THOUSAND DOLLARS (\$290,000) FROM THE STATE OF CALIFORNIA, OFFICE OF TRAFFIC SAFETY (OTS), FOR THE FY 2015-16 SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) TO BE ADMINISTERED BY THE OAKLAND POLICE DEPARTMENT (OPD); 2) AUTHORIZE THE GENERAL PURPOSE FUND TO CONTRIBUTE ELEVEN THOUSAND EIGHT HUNDRED TWELVE DOLLARS (\$11,812) TO COVER THE CSO CHARGES; AND 3) TO ACCEPT AND APPROPRIATE THE FY 2016-17 OTS STEP GRANT AWARD IN ADVANCE IN AN AMOUNT NOT TO EXCEED THREE HUNDRED FORTY-EIGHT THOUSAND DOLLARS (\$348,000) AND AUTHORIZE THE GENERAL PURPOSE FUND TO COVER THE ASSOCIATED CSO 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 violations, and other primary collision factors through the combined efforts of the (OTS) and local law enforcement agencies; and

WHEREAS, the City Council previously authorized acceptance of similar grant funds by Resolution No. 85274 C.M.S., dated October 30, 2014, Resolution No. 83555 C.M.S., dated September 20, 2011, Resolution No. 81223 C.M.S., dated April 15, 2008, Resolution No. 80578 C.M.S., dated May 15, 2007, and Resolution No. 80130 C.M.S., dated September 19, 2006; and

WHEREAS, grant funds totaling \$290,000 have been awarded by OTS for OPD's continued participation in STEP for the current fiscal year; and

WHEREAS, the FY2015-16 STEP grant award period of performance is October 1, 2015 through September 30, 2016; and

WHEREAS, OPD expects future STEP grant awards for the same purpose, therefore, OPD requests that the FY 2016-17 grant award be accepted and appropriated in advance in an amount not to exceed \$348,000; and

WHEREAS, OTS does not allow indirect costs, therefore, OPD requests that the general purpose fund contribute an estimated amount of \$15,082 to cover the Central Services Overhead (CSO) costs in FY 2015-16 and cover the CSO charges in FY 2016-17; 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 two hundred ninety thousand dollars (\$290,000) from the State of California, Office of Traffic Safety for FY 2015-2016; and be it

FURTHER RESOLVED: That the general purpose fund will provide a contribution in an estimated amount of \$15,082, for the Central Services Overhead costs based on the CSO rate of 15.36% for FY 2015-16 and FY 2016-17; and be it

FURTHER RESOLVED: That the City Council accept and appropriate the FY 2016-17 grant upon receipt of the grant award letter in an amount not to exceed \$348,000; and be it

FURTHER RESOLVED: That the grant funds shall be maintained in the State of California Grant Fund: 2999, Traffic Enforcement Division Org.: 107510; Traffic Operations 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, _____, 20_____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, CAMPBELL WASHINGTON, GALLO, GUILLEN, KALB, KAPLAN, REID, and PRESIDENT GIBSON MCELHANEY

NOES-

ABSENT-

ABSTENTION-

ATTEST: _____
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California