

CITY OF OAKLAND

AGENDA REPORT

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2008 OCT 30 PM 3:45

To: Office of the City Administrator
Attn: Dan Lindheim
From: Police Department
Date: November 12, 2008

Re: **A Report and Proposed Resolution Amending Resolution No. 81223 C.M.S., Which Authorized the City Administrator, on Behalf of the City of Oakland, to Accept and Appropriate Grant Funds in an Amount Not to Exceed Two Hundred Ninety-Eight Thousand Seventy Dollars (\$298,070) from the State of California, Office of Traffic Safety, for the Fiscal Year 2009 Implementation of the Selective Traffic Enforcement Program in the Police Department, to an Amended Amount Not To Exceed Four Hundred Eleven Thousand Three Hundred Seventy Dollars (\$411,370)**

SUMMARY

Staff has prepared a resolution amending Resolution No. 81223 C.M.S., which authorized the City Administrator to accept and appropriate grant funds in an amount not to exceed \$298,070 from the State of California, Office of Traffic Safety, for the 2008/2009 implementation of the Selective Traffic Enforcement Program, to an amended amount not to exceed \$411,370. The proposed program period is October 1, 2008 through September 30, 2009. 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 amended resolution will allow the City to increase by \$113,300 the authority granted in Resolution No. 81223, and to accept and appropriate grant funds in an amount not to exceed \$411,370 from the State of California, Office of Traffic Safety to the Police Department for the 2008/2009 Selective Traffic Enforcement Program. The proposed program period is October 1, 2008 to September 30, 2009. Revenues and appropriations will be allocated in the State of California Grant Fund (2999), Traffic Administration Division Organization (107510), 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.

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Expense allocations are as follows:

Description and Use of Funds	Resolution No. 81223	Amount
Sworn & Civilian Personnel Overtime for Enforcement Operations : Twelve DUI/DL Checkpoints: \$168,000 Six DUI Saturation Patrols: \$10,500 Thirty-Two Special Enforcement Operations: \$100,070 Two Court Sting Operations: \$5,000 DUI Warrant Service \$16,000	220,070	299,570
Travel: Attendance by Traffic Staff at Office of Traffic Safety Seminar and Police Traffic Services Seminar-In State Grant Related Travel: \$3,000 Attendance by Traffic Staff at Lifesavers Conference-Out of State and DDACTS meeting out of state. Grant Related Travel: \$2,000	15,000	5,000
Passive Alcohol Screening Equipment: Preliminary Alcohol Screening Devices to detect a presence of alcohol/DUI related equipment	9,000	20,000
Geographic Information Systems (GIS) and compatible Computer Equipment and Accessories: Desktop/Laptop computers and software, accessories and peripherals (monitors, printers and plotter) to produce required data and maps for Data Driven Approaches to Crime and Traffic Safety (DDACTS).	13,000	30,000
Lidar Units ¹ for Speed Enforcement Operations. Handheld devices used to conduct speed enforcement	21,000	20,800
Radar Units Recalibration: Recalibrate existing radar units.	N/A	3,000

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.

Description and Use of Funds	Resolution No. 81223	Amount
Checkpoint Supplies and Education Items: Traffic cones, checkpoint signage, safety vests, portable generator, handheld traffic signals, and flares	5,000	5,000
Blood Draw Service: Phlebotomist to conduct blood draw of driver's suspected of DUI at \$100.00 per draw.	15,000	15,000
Educational Materials: Items may include brochures, pamphlets, fliers, posters, signs, banners, booklets, and conference materials.	N/A	2,000
In Car Video System: Camera, monitor, DVR for installation in DUI vehicle.	N/A	3,000
Traffic Collision Reconstruction System-Upgrades: Software, batteries, cables and accessories for Total Station reconstruction equipment.	N/A	3,000
Intoxilyzer: Breath test device to test suspected drivers of DUI.	N/A	5,000
Total	\$298,070	\$411,370

Central Services Overhead (CSO) charges associated with the original salary and wages (\$220,070) in the amount of \$39,106 were waived by Resolution No. 81223 C.M.S. The granting agency specifically disallows CSO charges; therefore, the Department requests a waiver for the additional applicable CSO charges in the amount of \$14,127 based on a 17.77% calculation rate associated with the grant funding increase of \$79,500 in salary and wages.

BACKGROUND

The National Highway Traffic Safety Administration (NHTSA), Department of Justice (DOJ) and the Bureau of Justice Assistance (BJA) have joined forces in a partnership to improve the quality of life within local communities by demonstrating Data Driven Approaches to Crime and Traffic Safety (DDACTS). Six law enforcement agencies were selected to start this program. The Oakland Police Department is the only department selected on the west coast. The goal of the project is work with the listed federal agencies, as well as several non-federal agencies, to achieve the following goals:

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- Timely and accurate data collection and analysis
- Identification of the nexus of crime and traffic safety
- Coalition of local partnerships including the full range of stakeholders
- Integrated and strategic operations to extend resources and maximize impact

Because of our selection to participate in the program, the California Office of Traffic Safety (OTS) has modified our funding to assist with enforcement efforts as well as data collection equipment. During the modification of the grant by OTS, an additional \$113,300 was added to the previous amount (\$298,070) to a revised total of \$411,370. The additional money includes salary for enforcement as well as money for equipment for enforcement and to track data.

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 Reduction 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. Our participation in the DDACTS program should rectify this problem. 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	30	30
Injury			1,624	2,011	2,027	2,365

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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	11	59	9	84
Hit & Run	4		5		5	357	5		7	722	7	722
Nighttime 9:00 p.m. -3:00 a.m. Hours	11		11		9	224	9	322	12	399	14	

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 (but not killed) in vehicular accidents.

PROGRAM DESCRIPTION

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 Driving Under the Influence (DUI)/Driver’s License checkpoints and DUI roving patrols. Personnel assigned to previous STEP initiatives have developed 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. These “Hot Sheets” are currently accessible to patrol officers through the in-car computer system.

The STEP funding is being expanded for participation in the DDACTS program which will focus on crime as well as traffic safety. Officers will be deployed along selected thoroughfares in and around selected “hot-spot” areas for traffic enforcement, which will have an effect on criminal activity. The areas will be selected by each of the three area commanders.

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. Criminal activity will be impacted by the added enforcement efforts.

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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.

Social 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.

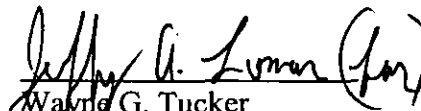
RECOMMENDATION

The Oakland Police Department recommends acceptance of this report and authorization for the City Administrator to amend Resolution No. 81223 C.M.S., and accept \$113,300 additional grant funds in an amended amount not to exceed \$411,370 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,

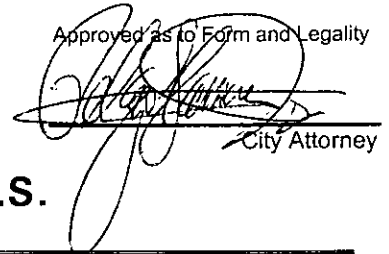

Wayne G. Tucker
Chief of Police

Prepared by:
Lieutenant Anthony Banks, Sr.
Support Operation Division

APPROVED AND FORWARDED TO
THE PUBLIC SAFETY COMMITTEE:


Office of the City Administrator

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City Attorney

OAKLAND CITY COUNCIL

RESOLUTION No. _____ C.M.S.

RESOLUTION AMENDING RESOLUTION NO. 81223 C.M.S., WHICH AUTHORIZED THE CITY ADMINISTRATOR, ON BEHALF OF THE CITY OF OAKLAND, TO ACCEPT AND APPROPRIATE GRANT FUNDS IN AN AMOUNT NOT TO EXCEED TWO HUNDRED NINETY-EIGHT THOUSAND SEVENTY DOLLARS (\$298,070) FROM THE STATE OF CALIFORNIA, OFFICE OF TRAFFIC SAFETY, TO THE OAKLAND POLICE DEPARTMENT FOR THE FISCAL YEAR 2009 IMPLEMENTATION OF THE SELECTIVE TRAFFIC ENFORCEMENT PROGRAM IN THE POLICE DEPARTMENT, TO AN AMENDED AMOUNT NOT TO EXCEED FOUR HUNDRED ELEVEN THOUSAND THREE HUNDRED SEVENTY DOLLARS (\$411,370)

WHEREAS, the State of California, Office of Traffic Safety has awarded the City of Oakland a grant in an amount not to exceed \$411,370 to support the Oakland Police Department's implementation of the Fiscal Year 2009 Selective Traffic Enforcement Program; and

WHEREAS, the City Council previously approved and accepted grant funds for this project in the amount of \$298,070 by Resolution No. 81223 C.M.S., dated April 15, 2008; and

WHEREAS, subsequent to Resolution No. 81223 C.M.S., the 2009 Selective Traffic Enforcement Program Grant award has been increased by \$113,300 to a revised total of \$411,370 and staff recommends that said Resolution be amended to accept the increased grant total; 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, this Selective Traffic Enforcement Program is being expanded to improve the quality of life within the City of Oakland by demonstrating a Data Driven Approach to Crime and Traffic Safety (DDACTS); and

WHEREAS, the City Council previously authorized acceptance of similar grant funds by Resolution No. 80130 C.M.S., dated September 19, 2006, and Resolution No. 80578 C.M.S., dated May 15, 2007; and

WHEREAS, the proposed grant does not allow for any indirect costs (Central Services Overhead) charges in the amount of \$14,127 attributable to the increased grant amount, 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 Support Operations Division; now, therefore be it

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RESOLVED: That Resolution No. 81223 C.M.S. is hereby amended to increase the City Administrator's authority to accept the 2009 Selective Traffic Enforcement Program Grant in an amount not to exceed \$411,370 (previously \$298,070); and be it

FURTHER RESOLVED: That \$14,127 (17.77%) in Central Services Overhead costs, in addition to the of \$39,106 previously waived in Resolution No. 81223 C.M.S., are also hereby waived.

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