




# AGENDA REPORT

**TO:** Jestin D. Johnson  
City Administrator

**FROM:** Floyd Mitchell  
Chief of Police

**SUBJECT:** FY 2025-26 OPD Traffic Safety Grant      **DATE:** August 15, 2025

City Administrator Approval

  
Jestin Johnson (Sep 11, 2025 14:15:02 PDT)

Date: 09/11/2025

## **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 Four Hundred Seventy Thousand Dollars (\$470,000) From The State Of California, Office Of Traffic Safety (OTS), For The Fiscal Year 2025-2026 Selective Traffic Enforcement Program (STEP), To Be Administered By The Oakland Police Department (OPD); (2) And To Authorize The Use Of General Purpose Services Fund To Contribute Up To Seventy-Six Thousand Three Hundred Twenty-Eight Dollars (\$76,328) To Cover The Related Central Services Overhead Charges.**

## **EXECUTIVE SUMMARY**

Approval of this proposed resolution will allow traffic safety OTS grant funds to be received by OPD Traffic Operations Section (TOS) for traffic safety. The \$470,000 grant awarded to OPD will also be used to:

- Fund overtime costs for OPD officers engaged in DUI<sup>1</sup> and other traffic safety and enforcement operations, including operations conducted in collaboration with the Alameda County Sheriff's Office (ACSO)
- Purchase DUI checkpoint supplies
- Cover related In-State Travel

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 \$76,328.

## **BACKGROUND / LEGISLATIVE HISTORY**

Every week, on average, two Oaklanders are killed or severely injured in traffic crashes on our streets. These crashes disproportionately harm people in Black, Indigenous, and people of color (BIPOC) communities, people with disabilities, seniors, and low-income communities. Crashes are a leading cause of death among Oakland youth. All traffic crashes are preventable. Safe Oakland Streets (SOS) is a Citywide initiative that is taking a new approach to preventing

<sup>1</sup> DUI = driving under the influence of alcohol

crashes, focusing on strategies that will save lives and deliver equitable outcomes. The SOS collaboration includes Oakland's Department of Transportation (OakDOT) and Department of Race and Equity as well as OPD – in partnership with community groups, to implement the most effective and equitable strategies. As a component of this work, the SOS initiative identified enforcement strategies that were presented to the City Council on April 20, 2021, and in October 2022. The proposed investments are in alignment with these strategies.

The State of California and SOS have made positive strides in recent years in reducing the rate of motorist-related fatal and serious injury collisions. Vehicle collisions occur primarily due to alcohol consumption, speeding, running of red lights, and other select vehicle code violations. Incidents involving these factors remain prevalent causes of death and injury nationally and in California. Traffic studies have shown that cities engaged in enforcement operations targeting dangerous moving violations have seen substantial reductions in fatal and injury collisions.

City Council previously approved acceptance and appropriation of the STEP grant via [Resolution No. 80130 C.M.S.](#), dated September 19, 2006, [Resolution No. 80578 C.M.S.](#), dated May 15, 2007, [Resolution No. 81223 C.M.S.](#), dated April 15, 2008, [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. 86920 C.M.S.](#), dated October 3, 2017, [Resolution No. 87363 C.M.S.](#), dated October 16, 2018, [Resolution No. 87878 C.M.S.](#), dated September 12, 2019, [Resolution No. 88403 C.M.S.](#), dated December 1, 2020, [Resolution No. 88883 C.M.S.](#), dated November 2, 2021, and [Resolution No. 89496 C.M.S.](#), dated December 6, 2022, [Resolution No. 89891 C.M.S.](#), dated September 19, 2023, and [Resolution No. 90414 C.M.S.](#), dated September 17, 2024.

## **ANALYSIS AND POLICY ALTERNATIVES**

The acceptance and appropriation of these funds will advance the citywide priorities of **holistic community safety** and **responsive, trustworthy government**. The state of California and the SOS are strategizing how to mitigate traffic injuries, collisions, and deaths. With the appropriate staffing, enforcement, and equipment, OPD, along with its partners, can continue to address the issues which are causing harm in the community.

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 goals for use of STEP grant fund include:

- increasing motorist, pedestrian, and bicyclist safety; and
- reducing traffic fatalities and injuries.

OPD staff plans to achieve these goals by deploying comprehensive, consistent, and targeted traffic enforcement. In January 2021, OPD's Traffic Enforcement Unit personnel were cut due to limited budget funds. On October 15<sup>th</sup>, 2022, 1 Sergeant and 6 Officers formed a

Traffic Enforcement Team on a full-time basis. The STEP grant funding would provide much needed traffic enforcement in the City of Oakland.

OPD Traffic Operations Section (TOS) will use the grant funds to promote vehicular safety through both education and enforcement. OPD will partner with the Alameda County Sheriff's Office (ACSO) to conduct high visibility collaborative DUI and Traffic enforcement operations. Light Detection and Ranging (LIDAR) devices are used to enforce speed limits around schools, certain residential neighborhoods, and roads that have a current speed survey (which allows for the use of LIDAR). Also, OPD will purchase DUI/Driver's License Checkpoint supplies needed for those operations.

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, 2025, and September 30, 2026:

- Conduct 6 DUI/DL Checkpoints
- 21 DUI Saturation Patrol Operations
- 16 Traffic Operations, including, but not limited to, select primary collision factor violations
- 5 Bicycle and Pedestrian enforcement operations in identified areas of high bicycle and pedestrian traffic collisions
- Conduct 2 Specialized Enforcement Operations focusing specifically on street racing and sideshow activities
- 2 Motorcycle Safety Operations
- 2 Night-time (1800-0559) "Click it or Ticket" seatbelt enforcement operations
- 12 Highly Visible DUI Enforcement operations in collaboration with the Alameda County Sheriff's Office (ACSO)
- 12 Highly Visible Traffic Enforcement operations in collaboration with Alameda County Sheriff's Office (ACSO)
- Send 2 law enforcement personnel to DUI Checkpoint Planning and Management Training
- 3 Traffic Safety Educational presentations with an effort to reach out to community members
- Participation in NHTSA (National Highway Traffic Safety Administration) winter and summer mobilizations, National Walk to School Day, National Distracted Driving Awareness Month, National Click It or Ticket mobilization period, National Bicycle Safety Month, National Motorcycle Safety Month, National Teen Driver Safety Week, National Child Passenger Safety Week, 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 16 law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) POST<sup>2</sup>-certified training
- Send 5 law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) POST-certified training
- Send 3 law enforcement personnel to the Drug Recognition Expert DRE recertification training
- Send 2 law enforcement personnel to the Drug Recognition Expert (DRE) training

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<sup>2</sup> POST = California Commission on Police Officer Standards and Testing

OPD administered STEP grants in FY 2010-2011, FY 2011-2012, FY 2013-2014, FY 2014-2015, FY 2015-2016, FY 2016-2017, FY 2018-19, FY 2019-2020, FY 2020-2021, FY 2021-2022, FY 2022-2023, and FY 2023-2024. **Table 1** below provides collision data for the prior three years.

Many factors (undetermined in many cases) can contribute to collisions. **Table 1** below shows that traffic collision injuries have increased in FY 2023-2024 compared to the prior fiscal year. The number of victims has decreased from FY 2021-2022.

There was also an increase in fatal collisions in FY2023-2024 from the previous year, but a decrease from FY 2021-22. The number of fatalities related to collisions happening at nighttime remained the same in FY2023-24 compared to the previous year. The number of fatal collisions at nighttime is lower than FY 2021-22. The chart shows that more traffic enforcement work needs to be done. The City of Oakland is prioritizing traffic enforcement and has increased their work on the Safe Oakland Streets Initiative. These efforts have a positive impact on the lives and safety of Oakland community members.

**Table 1 -Oakland Collisions, Injuries, and Fatalities: 2022-2025**

Collision Type	FY 2022-23				FY 2023-25				FY 2024-25			
	Collisions		Victims		Collisions		Victims		Collisions		Victims	
Fatal	23		23		34		35		42		45	
Injury	905		1231		1028		1341		1028		1341	
	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured
Alcohol - Involved	2	50	2	79	4	55	4	66	5	66	5	77
Hit & Run	10	261	10	327	13	353	14	412	15	412	14	412
Nighttime (2100-0259 hours)	11	134	11	184	11	218	11	478	11	218	11	478
<b>Top 3 Primary Collision Factors*</b>									Fatal	Injury	Killed	Injured
#1 - 22107 - Improper Turn									7	363	4	99
#2 - 21453 – Red Light									5	211	5	151
#3 - 22350 - Unsafe Speed									7	145	2	64

\* Estimated data

Funding from OTS will position OPD to continue its efforts to make the streets safer for pedestrians and the motoring public. **Table 2** below provides the total number of reported collisions from FY 2023-2024 and FY 2024-2026. The number of overall collisions has increased this year from the previous year, but more traffic enforcement work needs to be done to lower the number of collisions in the city. The vast majority of our stops have been on the High Injury Network. We will continue to work with the Oakland Department of Transportation and identify dangerous roads and driver behavior trends in an attempt to make roadways safer for all travelers.

**Table 2: Collision Incidents: July 1, 2022 – June 30, 2023, July 1, 2023- June 30, 2024**

	<b>FY 2024-2025</b>	<b>FY 2024-2025</b>
<b>Collisions</b>	<b>4664</b>	<b>5001</b>

The data presented in **Table 3** below represents Total Parties by Race, who were injured in collisions from Jul 1, 2022 – Jun 30, 2023, and Jul 1, 2023 – June 30, 2024.

**Table 3: Total Parties by Race in Injury Crashes: Jul 1, 2022 – Jun 30, 2023 and Jul 1, 2023 – June 30, 2024**

	<b>FY 2023-2024</b>		<b>FY 2024-2025</b>	
<b>Race</b>	<b>Number</b>	<b>Percentage</b>	<b>Number</b>	<b>Percentage</b>
Black	1307	28.9%	1441	28.7%
Hispanic	1303	28.8%	1504	30%
White	374	8.3%	383	7.6%
Asian	327	7.2%	411	8.2%
Other	46	1%	51	1%
Not Stated*	1167	25.8%	1231	24.5%
<b>Total</b>	<b>4524</b>	<b>100%</b>	<b>5021</b>	<b>100%</b>

\*Not Stated includes Hit and Run Drivers

Traffic Officers are directed to focus on areas identified in the Oakland Department of Transportation (“OakDOT”) High Injury Network, locations where the city has its highest number of injury and fatal collisions. Areas of focus also include locations where there are current speed surveys, and Oakland public school sites. Officers are also directed to areas where Area Commanders have requested support due to resident complaints involving traffic violators, or when there is an increase in crime, and high visibility enforcement has been requested. The stops are focused on public safety violations, such as speeding, failure to yield, unsafe turning, red light running, and driving under the influence of alcohol and /or drugs. Beginning this grant year, OPD directed motor officers to focus on public safety stops; equipment violations and bicycle/pedestrian violations are the lowest priority stops.

Traffic Officers have all attended Procedural Justice Training and Implicit Bias Training to ensure that officers are aware of how police efforts can negatively impact communities of color. All stops are reviewed by the first level supervisor and the Traffic Section Commander. OPD recently rolled out a new risk management dashboard for review; OPD plans to use this tool and reduce the high number of stops made in communities of color. OPD considers equity and the geographic distribution of traffic enforcement while also recognizing that there continues to be opportunities to improve how equity informs local traffic enforcement. **Table 4** below shows the top violations by type, for stopped vehicles during STEP Grant-funded operations.

**Table 4: Top Violations by Traffic Officers 7/1/2024 to 6/30/2025**

<b>Violation</b>	<b>Violation Description</b>	<b>#</b>	<b>%OTS</b>
22450(A)	Stop Sign	298	25.56%
21461(A)	Driver Fail Obey Sign	266	22.81%
23123(A)	Cell Phone Use - Handheld	160	13.72%
21655.5	Bus Lane Violation	118	10.12%
23123.5	Cell Phone Use - Text	96	8.23%
21453(a)	Red Light	90	7.72%
27315(d)	Seat Belt	57	4.89%
22102	Illegal U-Turn in Business District	39	3.34%
22349	Excessive Speed	23	1.97%
21453(c)	Red Arrow	19	1.63%
	<b>Total</b>	<b>1166</b>	

### **FISCAL IMPACT**

OTS will reimburse the city up to \$470,000 for the various enforcement operations and education programs during the grant period of October 1, 2025, to September 30, 2026. The budget for the OTS STEP grant award is outlined in **Table 5** below.

**Table 5 OTS STEP Funding Plan**

<b>Use of Funds</b>	<b>Amount</b>
Over time to conduct enforcement operations	\$245,600
Over time to conduct collaborative enforcement operations in partnership with ACSO	\$215,000
Travel/Training Expenses	\$4,000
DUI Checkpoint Supplies	\$3,000
LiDAR Units and Supplies	\$2,400
<b>TOTAL</b>	<b>\$470,000</b>

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

**Table 6 - Location of OTS STEP Grant Funds**

<b>Fiscal Year</b>	<b>Fund Source</b>	<b>Organization</b>	<b>Project</b>	<b>Award</b>	<b>Amount</b>
2025-26	2159	107510	TBD	TBD	\$470,000

### ***General Purpose Fund Contributions***

Based on the City's Central Services Overhead (CSO) rate of 16.24 percent, overhead charges associated with the grant's personnel costs will be approximately \$76,328. However, per the granting agency, indirect costs such as CSO charges are disallowed. Staff therefore requests that the City's General-Purpose Fund contribute \$76,328 to cover the CSO charges.

The Central Services Overhead shall be funded to the General Purpose Fund (1010), Traffic Enforcement Division Org (107510), Project (TBD), Program (TBD).

### **PUBLIC OUTREACH / INTEREST**

This item is of interest to the public as these grant funds will be used to promote public safety and in support of Safe Oakland.

### **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.

***Race and Equity:*** Officers are directed to focus on areas identified as locations where the city has its highest number of injuries and fatal collisions. Traffic Officers have all attended Procedural Justice Training and Implicit Bias Training to ensure that officers are aware of how police efforts can negatively impact communities of color. All stops are reviewed by the first level supervisor and the Traffic Section Commander. OPD recently rolled out a new risk management dashboard for review; OPD plans to use this tool and reduce the high number of stops made in communities of color. OPD considers equity and the geographic distribution of traffic enforcement while also recognizing that there continue to be opportunities to improve how equity informs local traffic enforcement.

Safe Oakland Streets has a goal of eliminating severe and fatal injury inequities, including racial disparities impacting BIPOC communities that exist today in Oakland. In 2018, the Oakland Equity Indicators Report found troubling disparities in pedestrian deaths in Oakland. The City of Oakland experiences approximately two severe or fatal traffic crashes each week, with crashes disproportionately impacting BIPOC, high priority communities, and seniors. In December 2020, OPD reported a surge in traffic-related fatalities, where 36 people were killed on Oakland's roadways, compared to the 26 people killed in 2019. Fatalities decreased only slightly to 31 people killed in 2021. In 2022, 34 people were killed, and in 2023, 32 people were killed. In 2024, there were 31 people have been killed. In the first 7 months of 2025, there have been 17 people killed, which shows a trend upward. The most common causes of collisions are

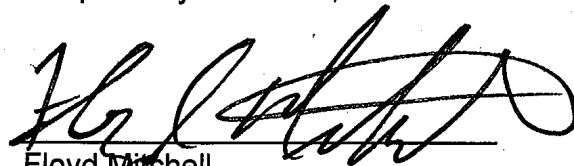
speeding, failure to yield, unsafe turning, red light running, and driving under the influence of drugs and/or alcohol. The majority (60%) of crashes are highly concentrated on just 6% of the 800 miles of Oakland's city-maintained streets, as identified as Oakland's high injury network. Furthermore, the High Injury Network (HIN) generally overlaps with Oakland's map of priority neighborhoods as found in Oakland's Geographic Equity Toolbox. The toolbox prioritizes neighborhoods based on concentrations of people with demographic factors determined to have experienced historic and current disparities. 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 residents and visitors.

### **ACTION REQUESTED OF THE CITY COUNCIL**

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator To: (1) Accept And Appropriate Grant Funds In The Amount Of Four Hundred Seventy Thousand Dollars (\$470,000) From The State Of California, Office Of Traffic Safety (OTS), For The Fiscal Year 2025-2026 Selective Traffic Enforcement Program (STEP), To Be Administered By The Oakland Police Department (OPD); (2) And To Authorize The Use Of General Purpose Services Fund To Contribute Up To Seventy-Six Thousand Three Hundred Twenty-Eight Dollars (\$76,328) To Cover The Related Central Services Overhead Charges.

For questions about this report, please contact Lieutenant Tim Dolan, OPD, Traffic Operations Section, at (510) 777-8603.

Respectfully submitted,



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City Council  
September 15, 2025