



CITY OF OAKLAND

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OFFICE OF THE CITY CLERK
OAKLAND

2016 NOV -3 PM 4: 56

AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: David Downing
Assisting Chief of Police

SUBJECT: 2016 STEP Grant

DATE: October 21, 2016

City Administrator Approval

Date:

11/3/16

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 Seven Hundred Fifty-Three Thousand Three Hundred Fifty Dollars (\$753,350) From The State of California, Office of Traffic Safety (OTS), For The Fiscal Year (FY) 2016-17 Selective Traffic Enforcement Program (STEP) To Be Administered By The Oakland Police Department (OPD) And To Authorize The Contribution of Sixty-Two Thousand Four Hundred Fifteen Dollars (\$62,415) From The General Purpose Fund To Cover The Central Services Overhead Charges.

EXECUTIVE SUMMARY

Approval of this resolution will allow grant funds, which are passed through the State of California from the National Highway Traffic Safety Administration (NHTSA) for the Office of Traffic Safety to administer the Selective Traffic Enforcement Program (STEP), to be received by OPD; OPD will use the grant funds to mitigate vehicle traffic-related injuries, including fatalities and persons injured in collisions involving alcohol, speed, red light violations, and other types of primary collisions through the use of education and enforcement. The \$753,350 grant awarded to OPD will also be used to deploy two full-time (FT) enforcement officers, to purchase five motorcycles, and to provide overtime for targeted traffic enforcement and to cover travel and specialized training. OTS does not allow grant funds to be used for overhead costs; OPD therefore request that the City Council waive the City's Central Services Overhead (CSO) costs (\$62,415).

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 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.

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The OPD Traffic Operations 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 for example) in the establishment and execution of these traffic enforcement and awareness operations. Additionally, the Traffic Section has computerized its reporting and record-keeping procedures as they relate to fatal and injury collisions data.

City Council previously approved acceptance and appropriation of the STEP grant via Resolution No. 85768 C.M.S., dated September 8, 2015; Resolution No. 85274 C.M.S., dated November 18, 2014; Resolution No. 84712 C.M.S., dated November 19, 2013; 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.

ANALYSIS AND POLICY ALTERNATIVES

Staff will continue to operate the STEP in the City in accordance with OPD policy and the OTS grant requirements. These requirements include the performance of the following operations planned between October 1, 2016 and September 30, 2017:

- 6 DUI / Driver License Checkpoints
- 2 DUI Saturation Patrols
- 6 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
- 6 Motorcycle Safety operations
- 2 Night-time Click It or Ticket seatbelt enforcement operations
- 7 bicycle and pedestrian enforcement operations in identified areas of high bicycle and pedestrian traffic
- 6 Traffic Safety educational presentations
- Deploy 2 FT officers, dedicated to DUI enforcement
- Participation in National Highway Traffic Safety Administration (NHTSA) Winter mobilization in December
- Participation in the National Distracted Driving Awareness Month in April
- Participation in the National Click It or Ticket mobilization period in May
- Participation in the National Bicycle Safety Month in May
- Participation in the National Motorcycle Safety Month in May
- Participation in NHTSA Summer mobilization in August
- Participation in the National Child Passenger Safety Week in September
- Participation in the California Pedestrian Safety Month in September

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OPD administered STEP grants in the 2010-2011, 2011-2012, 2013-2014, 2014-2015, and 2015-2016 fiscal years. These programs were intended to reduce fatal and injury collisions while reinforcing safe driving behavior through enforcement and education. Operations mostly focused on intersections that had been identified as having a disproportionate number of traffic collisions and motorcycle safety issues.

OPD did not receive OTS funding during FY 2012-13 as it was an audit year, and OTS does not award grants to agencies in the years that they audit an agency's program.

Table 1 – Oakland Collisions, Injuries, and Fatalities: 2013-2015

Collision Type	2013				2014				2015			
	Collisions		Victims		Collisions		Victims		Collisions		Victims	
Fatal	21		21		21		23		26		27	
Injury	1217		1375		1247		1718		1741		2148	
	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured
Alcohol - Involved	4	28	4	39	3	35	4	53	5	45	5	61
Hit & Run	5	346	5	412	4	418	5	527	9	465	9	530
Nighttime (2100-0259 hours)	12	111	12	194	5	112	6	195	10	257	10	309
Top 3 Primary Collision Factors									Fatal	Injury	Killed	Injured
#1 -	22107 V.C. (unsafe change of course)								3	350	3	375
#2 -	22350 V.C. (speed)								3	240	4	270
#3 -	21453(a) V.C. (red light)								3	230	3	253

Many factors (undetermined in many cases) can contribute to collisions. Table 1 above shows that traffic collisions have increased from 2013 through 2015, indicating an ongoing traffic safety concern, which negatively impacts the lives and safety of Oaklanders. Funding from OTS to conduct various traffic enforcement operations will continue to assist OPD's efforts in making the streets safer for pedestrians and the motoring public.

The two officers funded by this grant will serve as DUI officers and be part of a new Traffic Enforcement Unit (TEU). This new TEU will be the second TEU within OPD and will be made up of a one sergeant and eight officers including the two grant-funded positions. All nine sworn personnel will require motorcycles. The Traffic Operations Section currently has 22 personnel riding 31 serviceable motorcycles. The section also has six additional motorcycles that are not suitable for field deployment and are used for training. The estimated life expectancy of a police motorcycle is 60,000 miles or 10 years. In 2017, 76 percent (28 of 37) of OPD motorcycles will be over 10 years old:

- Six 2016 motorcycles
- Three 2009 motorcycles

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- Eleven 2007 motorcycles
- Thirteen 2006 motorcycles
- One 2001 motorcycle
- Three 2000 motorcycles

The addition of nine personnel in January 2017 will bring the total number of riders to 31 for 31 serviceable motorcycles, leaving no spares. The addition of five new motorcycles from OTS will provide spares/ replacements for the aging OPD fleet as many will be taken out of service due to mechanical issues and traffic collisions.

FISCAL IMPACT

Acceptance of Grant Funds

OTS will reimburse the City up to \$753,350 for the various enforcement operations and education programs during the grant period of October 1, 2016 to September 30, 2017. The budget for the OTS STEP grant award is outlined in Table 2 below.

Table 2 – OTS STEP Funding Allocation Plan

Use of Funds	Amount
Two (2) FT DUI Officers Salary	\$222,858.00
Two (2) FT DUI Officers Benefits	\$157,784.00
Overtime to conduct enforcement operations from October 1, 2016 to September 30, 2017	\$183,488.00
Travel/Training Expenses	\$6,464.00
Five (5) Police Motorcycles	\$175,000.00
DUI Checkpoint and Device/Calibration Supplies	\$7,756.00
TOTAL	\$753,350.00

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 3 – Allocation of OTS STEP Grant Funds

Fiscal Year	Fund Source	Organization	Account	Project	Program	Amount
2016-17	2159	107510	TBD	TBD	PS14	\$753,350

General Purpose Fund Contributions

Based on a 15.36% calculation rate, the City's Central Services Overhead (CSO) charges associated with the \$183,488 for overtime and \$222,858 salaries equals \$62,415. However, according to the granting agency, indirect costs such as CSO charges are disallowed; staff therefore requests the City's General Purpose Fund contribute \$62,415 to cover the CSO charges.

In addition to the CSO charges required of the General Purpose Fund, OPD will be responsible for the maintenance costs associated with the receipt of five new motorcycles. These maintenance costs are Operations and Maintenance (O&M) costs and based on the Oakland Public Works (OPW) fleet maintenance rates. The FY 2016-17 costs assume a start date of January 1, 2017. The cost per motorcycle is \$635 per month. Five motorcycles cost \$3,175 per month. Six months of this cost is \$19,050. Table 3 also provides these costs.

Table 3 – Vehicle Operations and Maintenance Costs

	Monthly O&M per Motorcycle	Monthly O&M for Five Motorcycles	Total cost for FY 2016-17
2017 Harley Davidson Road King (5)	\$635	\$3,175	\$19,050

Fuel costs are difficult to estimate; all motorcycles will be deployed in motor units. Some will be used more often depending on need.

The FY 2015-17 Adopted Policy Budget has sufficient funding allocated to cover O&M and fuel costs. No additional funding is needed. Staff therefore requests the City's General Purpose Fund contribute \$19,050 cover the O&M costs. OPD has a sufficient number of radios to provide one for each of the five additional motorcycles.

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 Controller's Bureau.

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SUSTAINABLE OPPORTUNITIES

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

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

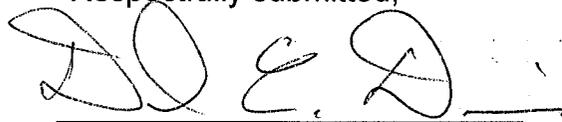
Environmental: There are no environmental opportunities identified in this report.

ACTION REQUESTED OF THE PUBLIC SAFETY COMMITTEE

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 Seven Hundred Fifty-Three Thousand Three Hundred Fifty Dollars (\$753,350) From The State of California, Office of Traffic Safety (OTS), For The Fiscal Year (FY) 2016-17 Selective Traffic Enforcement Program (STEP) To Be Administered By The Oakland Police Department (OPD) And To Authorize The Contribution of Sixty-Two Thousand Four Hundred Fifteen Dollars (\$62,415) From The General Purpose Fund To Cover The Central Services Overhead Charges.

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

Respectfully submitted,



David Downing
Assistant Chief of Police
Oakland Police Department

Prepared by:
D. Nell Taylor, Fiscal Services Manager
OPD, Fiscal Services Division

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OPD, Research and Planning, Office of the Chief

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City Attorney

2016 NOV -3 PM 4:50 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 SEVEN HUNDRED FIFTY-THREE THOUSAND THREE HUNDRED AND FIFTY DOLLARS (\$753,350) FROM THE STATE OF CALIFORNIA, OFFICE OF TRAFFIC SAFETY (OTS), FOR THE FISCAL YEAR (FY) 2016-2017 SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) TO BE ADMINISTERED BY THE OAKLAND POLICE DEPARTMENT (OPD) AND TO AUTHORIZE THE GENERAL PURPOSE FUND TO CONTRIBUTE SIXTY-TWO THOUSAND FOUR HUNDRED AND FIFTEEN DOLLARS (\$62,415) TO COVER THE 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 violations, and other primary collision factors through the combined efforts of the OTS and local law enforcement agencies; and

WHEREAS, grant funds totaling seven hundred fifty-three thousand three hundred fifty dollars (\$753,350) have been awarded by OTS for OPD's continued participation in STEP for the current fiscal year; and

WHEREAS, the FY2016-17 STEP grant award period of performance is October 1, 2016 through September 30, 2017; and

WHEREAS, OTS does not allow indirect costs, therefore, OPD requests that the general purpose fund contribute sixty-two thousand four hundred fifteen dollars (\$62,415) to cover the Central Services Overhead (CSO) costs; and

WHEREAS, the City Council previously authorized acceptance of similar grant funds by Resolution No. 85768 C.M.S., dated September 8, 2015; Resolution No. 85274 C.M.S., dated November 18, 2014; Resolution No. 84712 C.M.S., dated November 19, 2013; 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; now 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 seven hundred fifty-three thousand three hundred fifty dollars (\$753,350) from the State of California, Office of Traffic Safety; and be it

FURTHER RESOLVED: That the general purpose fund will contribute CSO costs of sixty-two thousand four hundred fifteen dollars (\$62,415) based on a 15.36% calculation for salary and overtime costs; 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 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.

FURTHER RESOLVED: That any agreement authorized by this resolution shall be reviewed and approved by the Office of the City Attorney for form and legality prior to execution, and a copy shall be placed on file with the City Clerk.

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