



CHAIR RUDY TRUJILLO
VICE CHAIR ADRIANA GOMEZ
COMMISSIONER DEE AKEMON
COMMISSIONER FRANCISCO ARRIZON
COMMISSIONER NICOLE MOHR

CITY OF SAN FERNANDO

TRANSPORTATION AND PUBLIC SAFETY COMMISSION REGULAR MEETING AGENDA SUMMARY WEDNESDAY, JUNE 1, 2022 – 6:00 PM

CITY HALL COUNCIL CHAMBER
117 MACNEIL STREET
SAN FERNANDO, CALIFORNIA 91340
TELECONFERENCE – PURSUANT TO PROVISIONS OF ASSEMBLY BILL 361

SPECIAL NOTICE REGARDING COVID-19

NOTICE OF TELECONFERENCE: Pursuant to Adopted Resolution No. 8098 by the City Council of the City of San Fernando, effective January 12, 2022, the City of San Fernando's Legislative Bodies may participate via teleconference and/or video in Accordance with Government Code Section 54953 as permitted under the provisions of Assembly Bill 361

PUBLIC PARTICIPATION OPTIONS

WATCH THE MEETING:

Live stream with audio and video, via YouTube Live, at:

<https://www.youtube.com/c/CityOfSanFernando>

Note: Comments submitted via YouTube will not be read into the record.

SUBMIT PUBLIC COMMENT IN PERSON:

Members of the public may provide comments in the City Council Chambers during the Public Comments section of the Agenda by submitting a comment card to the Board Secretary.

SUBMIT PUBLIC COMMENT VIA EMAIL:

Members of the public may submit comments by email to MPadilla@sfcity.org no later than **5:00 p.m. the day of the meeting**, to ensure distribution to the Transportation and Public Safety Commission prior to consideration of the agenda. Comments received via email will be distributed to the Transportation and Public Safety Commission, read into the record, limited to three minutes, and made part of the official public record of the meeting.

TRANSPORTATION AND PUBLIC SAFETY COMMISSION

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CALL-IN TO PROVIDE PUBLIC COMMENT LIVE AT THE MEETING:

Members of the Public may **call-in between 6:00 p.m. and 6:30 p.m.** Comments will be heard in the order received, and limited to three minutes. If necessary, the call-in period may be extended by the Chair.

Call-in Telephone Number: (669) 900-6833

Meeting ID: 841 9039 6534

Passcode: 323371

When connecting to the Zoom meeting to speak, you will be placed in a virtual “waiting area,” with your audio disabled, until it is your turn to speak and limited to three minutes.

CALL TO ORDER/ROLL CALL

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

Recommend that the Transportation and Public Safety Commission approve the agenda as presented.

DECORUM AND ORDER

City Commissioners are appointed by City Council and must be free to discuss issues confronting the city in an orderly environment. Public members attending City Commission meetings shall observe the same rules of order and decorum applicable to the City Council ([SF Procedural Manual](#)). Any person making impertinent derogatory or slanderous remarks or who becomes boisterous while addressing a City Commission or while attending a City Commission meeting, may be removed from the room if the Presiding Officer so directs the Sergeant-At-Arms and such person may be barred from further audience before the City Commission.

PUBLIC STATEMENTS

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Members of the public may provide a **live public comment by calling in between 6:00 p.m. and 6:30 p.m. CALL- IN INFORMATION: Telephone Number: (669) 900-6833; Meeting ID: 841 9039 6534; Passcode: 323371**

CONSENT CALENDAR

Items on the Consent Calendar are considered routine and may be disposed of by a single motion to adopt staff recommendation. If the Transportation and Public Safety Commission wishes to discuss any item, it should first be removed from the Consent Calendar.

1) CONSIDERATION TO APPROVE TRANSPORTATION AND PUBLIC SAFETY COMMISSION MEETING MINUTES FOR :

1. April 6, 2022 – Regular Meeting

ADMINISTRATIVE REPORTS

1. UPDATE ON TRAFFIC STUDIES ON HARDING AVENUE BETWEEN FIFTH STREET AND GLENOAKS BOULEVARD

Recommend that the Transportation and Public Safety Commission receive and file this update on traffic studies at Harding Avenue between Fifth Street and Glenoaks Boulevard.

2. UPDATE ON IMPLEMENTATION OF BODY WORN CAMERAS FOR THE POLICE DEPARTMENT

Recommend that the Transportation and Public Safety Commission receive and file this informational report.

3. NOTABLE POLICE DEPARTMENT ACTIVITIES FOR MAY 2022

Recommend that the Transportation and Public Safety Commission receive and file this informational report.

4. PRESENTATION OF MILITARY EQUIPMENT POLICY AS REQUIRED BY ASSEMBLY BILL 481

Recommend that the Transportation and Public Safety Commission receive and file this informational report.

TRANSPORTATION AND PUBLIC SAFETY COMMISSION

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STAFF COMMUNICATION

1. Gas Company Project Updates
2. Infiltration Project Updates
3. Pico Street Project Updates
4. Police Department Updates

GENERAL COMMISSION COMMENTS

ADJOURNMENT The meeting will adjourn to its next regular meeting.

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted on the City Hall bulletin board not less than 72 hours prior to the meeting.

Maria Padilla

Executive Assistant

Signed and Posted: May 27, 2022 (10:00 a.m.)

Agendas and complete Agenda Packets (including staff reports and exhibits related to each item) are posted on the City's Internet Web site (www.sfcity.org). These are also available for public reviewing prior to a meeting at the Public Works Department Public Counter. Any public writings distributed by the Transportation & Safety Commission to at least a majority of the Commissioners regarding any item on this regular meeting agenda will also be made available at the Public Works Department Public Counter located at 117 Macneil Street, San Fernando, CA, 91340 during normal business hours. In addition, the City may also post such documents on the City's Web Site at www.sfcity.org. In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification/ accommodation to attend or participate in this meeting, including auxiliary aids or services please call the Public Works Department Office at (818) 898-1222 at least 48 hours prior to the meeting.



CITY OF SAN FERNANDO
TRANSPORTATION AND SAFETY COMMISSION

REGULAR MEETING
MINUTES
APRIL 6, 2022
ZOOM MEETING STREAMED ON YOUTUBE

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION & SAFETY COMMISSION. VIDEO AND AUDIO OF THE ACTUAL MEETING ARE AVAILABLE FOR LISTENING AT: <https://www.youtube.com/c/CityOfSanFernando>

CALL TO ORDER/ROLL CALL

Chair Rudy Trujillo called the meeting to order at 6:01 p.m. Executive Assistant, Maria Padilla, called the roll call.

The following persons were recorded as present:

PRESENT:

Chair Rudy Trujillo, Vice Chair Adriana Gomez, Commissioners Dee Akemon, and Nicole Mohr

ABSENT:

Commissioner Francisco Arrizon

ALSO PRESENT:

Director of Public Works Matt Baumgardner, Chief of Police Fabian Valdez, Civil Engineering Assistant II Manuel Fabian, and Executive Assistant Maria Padilla

PLEDGE OF ALLEGIANCE

Commissioner Akemon led the Pledge of Allegiance.

APPROVAL OF AGENDA

Commissioner Akemon motioned to approve the agenda for the April 6, 2022 Transportation and Safety Commission meeting. Vice Chair Gomez seconded the motion. The motion carried with the following votes:

AYES:	D. Akemon, A. Gomez, N. Mohr, and R. Trujillo - 4
NOES:	None
ABSENT:	F. Arrizon - 1
ABSTAIN:	None

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PRESENTATION

- A. **INTRODUCTION OF NEW SAN FERNANDO POLICE CHIEF FABIAN VALDEZ** - Chief of Police Fabian Valdez shared his goals and priorities for the Police Department. Chief Valdez responded to questions from the Commission.

PUBLIC STATEMENTS – WRITTEN/ORAL

None.

CONSENT CALENDAR

Commissioner Mohr motioned to approve the Consent Calendar approving the Minutes of the March 2, 2022 Transportation and Safety Commission Meeting. Commissioner Akemon seconded the motion. The motion carried with the following votes:

AYES:	D. Akemon, A. Gomez, N. Mohr, and R. Trujillo - 4
NOES:	None
ABSENT:	F. Arrizon - 1
ABSTAIN:	None

STAFF COMMUNICATION

1. **GAS COMPANY PROJECT UPDATES** – Manuel Fabian provided updates on the two Gas Company projects. Commissioner Mohr would like to have Nixel alerts when work is done on a major artery to prevent traffic impacts.
2. **INFILTRATION PROJECT UPDATE**– Manuel Fabian provided update and informed the Commission of a couple of pop-up events took place to inform residents of the project.
3. **PICO STREET PROJECT UPDATE** – Pico St. projects consists of repaving, sidewalk improvements, driveway approach improvements and ADA improvements on Pico Street from Kalisher to S. Brand.
4. **HARDING AVENUE TRAFFIC STUDY UPDATE** – First study was conducted in November for a period of 24 hours. A second study for a longer period of time will be conducted.

GENERAL COMMISSION COMMENTS

Commissioner Akemon would like to know if there are any plans to have street addresses painted on curbs.

TRANSPORTATION AND SAFETY COMMISSION

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ADJOURNMENT

Commissioner Mohr encouraged the Commission to watch the November T&S Commission meeting video regarding speed limit changes. Commissioner Mohr shared some of the features that will be part of the Safe and Active Streets project.

Vice Chair Gomez is glad to be on the Commission.

Commissioner Akemon thanked staff for their work.

Chair Trujillo welcomed Vice Chair Gomez, congratulated the new Chief of Police and thanked staff for their dedication.

Commissioner Mohr motioned to adjourn the meeting at 6:58 p.m. Commissioner Akemon seconded the motion. The motion carried with the following votes:

AYES:	D. Akemon, A. Gomez, N. Mohr, and R. Trujillo - 4
NOES:	None
ABSENT:	F. Arrizon - 1
ABSTAIN:	None

To: Chair Rudy Trujillo and Commissioners

From: Matt Baumgardner, Director of Public Works

Date: June 1, 2022

Subject: Update on Traffic Studies on Harding Avenue between Fifth Street and Glenoaks Boulevard

RECOMMENDATION:

It is recommended that the Transportation and Public Safety Commission receive and file this update on traffic studies at Harding Avenue between Fifth Street and Glenoaks Boulevard.

BACKGROUND:

1. On November 3, 2021, the Transportation and Safety Commission received public comments seeking potential traffic control devices be installed on Harding Avenue between Fifth Street and Glenoaks Boulevard.
2. On February 2, 2022, the Commission directed Staff to conduct a traffic study for potential traffic control devices on Harding Avenue between Fifth Street and Glenoaks Boulevard.
3. In April of 2022, the City completed a study of traffic speed, volume, and traffic collision data over the last two years at Harding Avenue between Fifth Street and Glenoaks Boulevard.

ANALYSIS:

The City's Traffic Calming Policy from 2004 provides guidance on traffic studies for the potential installation of speed humps. Per this policy, eight screening criteria must be met before proceeding with traffic volume and speed surveys are to be conducted:

- 1) Residential frontage with 13 or more separate dwellings on one side with ¼ mile; or 16 or more separate dwellings on both sides within ¼ mile.
- 2) Street constructed of asphalt.
- 3) Street at least ¼ mile in length.
- 4) Street with a 300 foot radius curve or greater along the roadway centerline
- 5) Street volume ranging from more than 1,000 to less than 2,500 during 24 hours on any day or more than 100 to less than 250 during one hour on any day.

- 6) Traffic speed with:
 - a. More than 50 percent of vehicles exceeding 30 miles per hour (mph) over 24 hours on any day; or
More than 50 percent of vehicles exceeding 30 miles per hour (mph) during one hour on any day; or
 - b. More than 15 percent of vehicles exceeding 35 miles per hour (mph) over 24 hours on any day; or
More than 15 percent of vehicles exceeding 35 miles per hour (mph) during one hour on any day.
- 7) Not to be placed on streets that are designated emergency access routes.
- 8) Not to be placed on established transit routes

Harding Avenue.

In the case of the study of Harding Avenue between Fifth Street and Glenoaks Boulevard, the screening criteria was met to study volume, speed, and collision data. Two studies were taken into consideration for the traffic study. The first study was conducted in September 2021 as part of the Engineering and Traffic Survey Report for Speed Limits, 2021 that was presented to the Transportation and Safety Commission in November 2021 and eventually to City Council in January 2022. The second study was conducted in April 2022 for a longer period to not only capture weekday traffic, but weekend traffic, as well. The following table provides the study results based on the April 2022 data:

Condition	Result	Was Condition satisfied?
5a) Traffic Volume (24Hr)	1461	Yes
5b) Traffic Volume (1Hr)	154	Yes
6a) Traffic Speed (% over 30 mph)	15.0	No
6b) Traffic Speed (% over 35 mph)	2.7	No

The policy calls for either part a) or b) of the conditions to be met for the overall condition to be satisfied and that both conditions be met in order to proceed with installing speed bumps. Traffic Speeds were measured for a full week and the highest percentages were reported for the 7-day period. For this study, only Condition 5 on traffic volume was satisfied.

However, Public Works will proceed with installing speed bumps between Fifth Street and Glenoaks Boulevard for the following reasons:

- 1) There have been more than two (2) intersection collisions per million vehicle miles traveled over the study period and there have been two (2) mid-block collisions.
- 2) Traffic volume criteria has been satisfied.

- 3) Speed bumps were placed on Harding Avenue in the past between Fourth Street and Fifth Street.
- 4) Harding Street is being developed as a major North-South connector for pedestrian and cycling activity in the City as part of the Safe and Active Street plan.

In order to promote a safer biking and walking network for the residents and community, these four reasons support the placement of speed bumps between Fifth Street and Glenoaks Boulevard.

A study for an all-way Stop sign at the intersection of Harding Avenue and De Garmo Street will be completed in the next few months.

BUDGET IMPACT:

Staff estimates that the cost for installing speed bumps, pavement markings, and advanced warning signage is approximately \$6,000.

CONCLUSION:

It is recommended that the Transportation and Public Safety Commission receive and file this update on traffic studies on Harding Avenue between Fifth Street and Glenoaks Boulevard.

ATTACHMENTS:

- A. Traffic Study Results – September 2021
- B. Traffic Study Results – April 2022

**CITY OF SAN FERNANDO
ENGINEERING AND TRAFFIC SURVEY
TO ESTABLISH AN ENFORCABLE SPEED LIMIT**

Survey No.: 16
Street: Harding Avenue
Limits: Glenoaks Boulevard to Fourth Street
Existing Speed Limit: 25 MPH

SPEEDS

Location of Survey: S/o Library Street Date Measured: 9/22/2021
Mean Speed (Average): 27 MPH Critical Speed (85th Percentile): 32 MPH
10 Mile Pace Speed: 21 to 30 MPH
Percentages Related to Pace Speed: 62% within pace

ROADWAY DESIGN AND TRAFFIC CHARACTERISTICS

Width: 40 feet Number of Lanes (Both Directions): Two thru lanes
Segment Length: 0.50 miles
Average Daily Traffic: 1,400 vehicles Date Measured: 9/22/2021
Existing Conditions: Adjacent fronting residential development with on street parking allowed on both sides; straight alignment; one speed hump north of Fourth Street

COLLISION CHARACTERISTICS

Collision Period Analyzed: 1/1/2018 thru 12/31/2020 (3 years)
Total Number of Midblock Collisions: 2 collisions
Calculated Collision Rate: 2.61 collisions per million vehicle miles
Statewide Average Collision Rate: 1.61 collisions per million vehicle miles
Calculated Collision Rate Compared to Statewide Average Rate: About average

SURVEY RESULTS

Recommendation: In accordance with applicable provisions of the California Vehicle Code and Section 2B.13 of the 2014 California MUTCD, this Engineering and Traffic Survey including the analysis of new speed measurements and traffic volumes as well as current collision characteristics indicates that the 85th percentile speed of 32 MPH should initially be rounded down to 30 MPH and the speed limit can be established at 25 MPH in Option 1, Example 1, retaining the existing speed limit of 25 MPH. This Survey requires reevaluation in Year 2028, seven years from the date below, but may be reviewed in Year 2024 or earlier in accordance with Assembly Bill 43 approved on October 8, 2021.

Prepared by: Tom Brohard, PE
California Civil Engineer #C24577
California Traffic Engineer #TR724
Date: _____

Harding Avenue
Fifth Street
DeGarmo Street

Site: 000000000000
4/8/2022
Friday

Daily Combined Summary

Volume

	Day Total	12:00 AM - 12:00 PM	Peak Hour 7:15 AM	Volume 154	Factor 0.70
	1461	12:00 PM - 12:00 AM	4:45 PM	140	0.85

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	22	115	447	630	202	39	5	1	0	0	0	0	0
%	1.5	7.9	30.6	43.1	13.8	2.7	0.3	0.1	0.0	0.0	0.0	0.0	0.0
Total	1461												

Average (Mean) Speed 25.9 mph

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	20.1	21.3	25.9	30.4	31.4

Pace Range 20.7 - 30.7 mph 1113 vehicles (76.2 %)

Speed Exceeded (mph)	<u>25</u>	<u>35</u>	<u>45</u>	<u>55</u>	<u>65</u>	<u>75</u>
Count	847	45	1	0	0	0
%	58.0	3.1	0.1	0.0	0.0	0.0

Classification

	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Count	2	1167	245	2	43	0	0	2	0	0	0	0	0
%	0.1	79.9	16.8	0.1	2.9	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total	1461												

Axle Statistics

Sensor	<u>A</u>	<u>B</u>
Strike Count	3020	3012
% Used	97.1	97.3

Average Axles per Vehicle 2.01
Average 2-Axle Wheelbase 114 in.

Harding Avenue
Fifth Street
DeGarmo Street

Site: 000000000000
4/9/2022
Saturday

Daily Combined Summary

Volume

	Day Total	12:00 AM - 12:00 PM	Peak Hour 10:00 AM	Volume 103	Factor 0.70
	1200	12:00 PM - 12:00 AM	12:00 PM	96	0.73

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	23	99	354	517	174	27	5	0	0	0	1	0	0
%	1.9	8.3	29.5	43.1	14.5	2.3	0.4	0.0	0.0	0.0	0.1	0.0	0.0
Total	1200												

Average (Mean) Speed 25.9 mph

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	19.9	21.1	26.1	30.4	31.4

Pace Range 20.7 - 30.7 mph 910 vehicles (75.8 %)

Speed Exceeded (mph)	<u>25</u>	<u>35</u>	<u>45</u>	<u>55</u>	<u>65</u>	<u>75</u>
Count	697	33	1	1	0	0
%	58.1	2.8	0.1	0.1	0.0	0.0

Classification

	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Count	4	968	189	2	34	0	0	3	0	0	0	0	0
%	0.3	80.7	15.8	0.2	2.8	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total	1200												

Axle Statistics

Sensor	<u>A</u>	<u>B</u>
Strike Count	2489	2495
% Used	96.7	96.4

Average Axles per Vehicle 2.01
Average 2-Axle Wheelbase 114 in.

Harding Avenue
Fifth Street
DeGarmo Street

Site: 000000000000
4/10/2022
Sunday

Daily Combined Summary

Volume

	Day Total	12:00 AM - 12:00 PM	Peak Hour 10:15 AM	Volume 70	Factor 0.88
	1024	12:00 PM - 12:00 AM	1:45 PM	88	0.88

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	37	116	336	408	111	13	3	0	0	0	0	0	0
%	3.6	11.3	32.8	39.8	10.8	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total	1024												

Average (Mean) Speed 24.9 mph

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	19.0	19.9	25.0	29.5	30.4

Pace Range 19.5 - 29.5 mph 757 vehicles (73.9 %)

Speed Exceeded (mph)	<u>25</u>	<u>35</u>	<u>45</u>	<u>55</u>	<u>65</u>	<u>75</u>
Count	510	16	0	0	0	0
%	49.8	1.6	0.0	0.0	0.0	0.0

Classification

	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Count	2	796	190	1	35	0	0	0	0	0	0	0	0
%	0.2	77.7	18.6	0.1	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	1024												

Axle Statistics

Sensor	<u>A</u>	<u>B</u>
Strike Count	2159	2149
% Used	95.1	95.5

Average Axles per Vehicle 2.00
Average 2-Axle Wheelbase 115 in.

Harding Avenue
Fifth Street
DeGarmo Street

Site: 000000000000
4/11/2022
Monday

Daily Combined Summary

Volume

	Day Total	12:00 AM - 12:00 PM	Peak Hour 7:30 AM	Volume 73	Factor 0.79
	1067	12:00 PM - 12:00 AM	4:00 PM	103	0.92

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	33	148	372	390	109	13	2	0	0	0	0	0	0
%	3.1	13.9	34.9	36.6	10.2	1.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total	1067												

Average (Mean) Speed 24.6 mph

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	18.2	19.5	24.6	29.2	30.4

Pace Range 19.5 - 29.5 mph 777 vehicles (72.8 %)

Speed Exceeded (mph)	<u>25</u>	<u>35</u>	<u>45</u>	<u>55</u>	<u>65</u>	<u>75</u>
Count	501	15	0	0	0	0
%	47.0	1.4	0.0	0.0	0.0	0.0

Classification

	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Count	4	806	215	0	38	3	0	1	0	0	0	0	0
%	0.4	75.5	20.1	0.0	3.6	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total	1067												

Axle Statistics

Sensor	<u>A</u>	<u>B</u>
Strike Count	2214	2218
% Used	96.7	96.5

Average Axles per Vehicle 2.01
Average 2-Axle Wheelbase 115 in.

Harding Avenue
Fifth Street
DeGarmo Street

Site: 000000000000
4/12/2022
Tuesday

Daily Combined Summary

Volume

	Day Total	12:00 AM - 12:00 PM	Peak Hour 7:30 AM	Volume 62	Factor 0.86
	1105	12:00 PM - 12:00 AM	4:30 PM	125	0.87

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	20	115	383	413	158	12	2	1	1	0	0	0	0
%	1.8	10.4	34.7	37.4	14.3	1.1	0.2	0.1	0.1	0.0	0.0	0.0	0.0
Total	1105												

Average (Mean) Speed 25.3 mph

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	19.2	20.6	25.5	30.1	31.4

Pace Range 20.4 - 30.4 mph 812 vehicles (73.5 %)

Speed Exceeded (mph)	<u>25</u>	<u>35</u>	<u>45</u>	<u>55</u>	<u>65</u>	<u>75</u>
Count	574	16	2	0	0	0
%	51.9	1.4	0.2	0.0	0.0	0.0

Classification

	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Count	2	815	237	3	40	2	0	6	0	0	0	0	0
%	0.2	73.8	21.4	0.3	3.6	0.2	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Total	1105												

Axle Statistics

Sensor	<u>A</u>	<u>B</u>
Strike Count	2342	2346
% Used	95.1	94.9

Average Axles per Vehicle 2.02
Average 2-Axle Wheelbase 116 in.

Harding Avenue
Fifth Street
DeGarmo Street

Site: 000000000000
4/13/2022
Wednesday

Daily Combined Summary

Volume

	Day Total	12:00 AM - 12:00 PM	Peak Hour 7:45 AM	Volume 76	Factor 0.68
	1086	12:00 PM - 12:00 AM	4:45 PM	129	0.90

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	23	131	348	406	148	25	3	1	0	0	0	0	1
%	2.1	12.1	32.0	37.4	13.6	2.3	0.3	0.1	0.0	0.0	0.0	0.0	0.1
Total	1086												

Average (Mean) Speed 25.3 mph

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	18.7	20.1	25.3	30.4	31.1

Pace Range 20.7 - 30.7 mph 782 vehicles (72.0 %)

Speed Exceeded (mph)	<u>25</u>	<u>35</u>	<u>45</u>	<u>55</u>	<u>65</u>	<u>75</u>
Count	560	30	2	1	1	1
%	51.6	2.8	0.2	0.1	0.1	0.1

Classification

	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Count	0	831	199	5	43	2	0	5	1	0	0	0	0
%	0.0	76.5	18.3	0.5	4.0	0.2	0.0	0.5	0.1	0.0	0.0	0.0	0.0
Total	1086												

Axle Statistics

Sensor	<u>A</u>	<u>B</u>		
Strike Count	2289	2268	Average Axles per Vehicle	2.01
% Used	95.4	96.3	Average 2-Axle Wheelbase	117 in.

Harding Avenue
Fifth Street
DeGarmo Street

Site: 000000000000
4/14/2022
Thursday

Daily Combined Summary

Volume

	Day Total	12:00 AM - 12:00 PM	Peak Hour 7:15 AM	Volume 68	Factor 0.85
	1102	12:00 PM - 12:00 AM	5:00 PM	108	0.87

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	30	109	305	472	165	21	0	0	0	0	0	0	0
%	2.7	9.9	27.7	42.8	15.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	1102												

Average (Mean) Speed 25.6 mph

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	19.2	20.4	25.9	30.1	31.4

Pace Range 21.8 - 31.8 mph 797 vehicles (72.3 %)

Speed Exceeded (mph)	<u>25</u>	<u>35</u>	<u>45</u>	<u>55</u>	<u>65</u>	<u>75</u>
Count	643	21	0	0	0	0
%	58.3	1.9	0.0	0.0	0.0	0.0

Classification

	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Count	4	865	195	0	28	1	0	8	1	0	0	0	0
%	0.4	78.5	17.7	0.0	2.5	0.1	0.0	0.7	0.1	0.0	0.0	0.0	0.0
Total	1102												

Axle Statistics

Sensor	<u>A</u>	<u>B</u>
Strike Count	2321	2314
% Used	95.6	95.9

Average Axles per Vehicle 2.01
Average 2-Axle Wheelbase 114 in.

Harding Avenue
Fifth Street
DeGarmo Street

Site: 000000000000
4/15/2022
Friday

Daily Combined Summary

Volume

	Day Total	12:00 AM - 12:00 PM	Peak Hour 10:45 AM	Volume 75	Factor 0.85
	1204	12:00 PM - 12:00 AM	3:45 PM	104	0.90

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	38	107	381	488	167	17	4	2	0	0	0	0	0
%	3.2	8.9	31.6	40.5	13.9	1.4	0.3	0.2	0.0	0.0	0.0	0.0	0.0
Total	1204												

Average (Mean) Speed 25.4 mph

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	19.5	20.7	25.7	30.1	31.4

Pace Range 20.4 - 30.4 mph 891 vehicles (74.0 %)

Speed Exceeded (mph)	<u>25</u>	<u>35</u>	<u>45</u>	<u>55</u>	<u>65</u>	<u>75</u>
Count	657	23	2	0	0	0
%	54.6	1.9	0.2	0.0	0.0	0.0

Classification

	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Count	4	910	231	4	52	0	0	3	0	0	0	0	0
%	0.3	75.6	19.2	0.3	4.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total	1204												

Axle Statistics

Sensor	<u>A</u>	<u>B</u>		
Strike Count	2502	2487	Average Axles per Vehicle	2.00
% Used	96.4	97.0	Average 2-Axle Wheelbase	116 in.

Harding Avenue
Fifth Street
DeGarmo Street

Site: 000000000000
4/16/2022
Saturday

Daily Combined Summary

Volume

	Day Total	12:00 AM - 12:00 PM	Peak Hour 10:45 AM	Volume 79	Factor 0.90
	1145	12:00 PM - 12:00 AM	4:30 PM	94	0.81

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	30	148	366	447	129	23	2	0	0	0	0	0	0
%	2.6	12.9	32.0	39.0	11.3	2.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total	1145												

Average (Mean) Speed 25.0 mph

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	18.6	19.7	25.3	29.5	30.7

Pace Range 20.7 - 30.7 mph 839 vehicles (73.3 %)

Speed Exceeded (mph)	<u>25</u>	<u>35</u>	<u>45</u>	<u>55</u>	<u>65</u>	<u>75</u>
Count	576	25	0	0	0	0
%	50.3	2.2	0.0	0.0	0.0	0.0

Classification

	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Count	0	902	196	3	42	0	0	2	0	0	0	0	0
%	0.0	78.8	17.1	0.3	3.7	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total	1145												

Axle Statistics

Sensor	<u>A</u>	<u>B</u>		
Strike Count	2386	2370	Average Axles per Vehicle	2.01
% Used	96.2	96.9	Average 2-Axle Wheelbase	115 in.

Harding Avenue
Fifth Street
DeGarmo Street

Site: 000000000000
4/17/2022
Sunday

Daily Combined Summary

Volume

	Day Total	12:00 AM - 12:00 PM	Peak Hour 9:45 AM	Volume 73	Factor 0.91
	1008	12:00 PM - 12:00 AM	3:15 PM	84	0.81

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	28	93	329	390	135	28	3	1	1	0	0	0	0
%	2.8	9.2	32.6	38.7	13.4	2.8	0.3	0.1	0.1	0.0	0.0	0.0	0.0
Total	1008												

Average (Mean) Speed 25.5 mph

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	19.4	20.6	25.5	30.4	31.7

Pace Range 20.4 - 30.4 mph 726 vehicles (72.0 %)

Speed Exceeded (mph)	<u>25</u>	<u>35</u>	<u>45</u>	<u>55</u>	<u>65</u>	<u>75</u>
Count	542	33	2	0	0	0
%	53.8	3.3	0.2	0.0	0.0	0.0

Classification

	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Count	1	814	161	0	31	0	0	1	0	0	0	0	0
%	0.1	80.8	16.0	0.0	3.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total	1008												

Axle Statistics

Sensor	<u>A</u>	<u>B</u>		
Strike Count	2088	2076	Average Axles per Vehicle	2.00
% Used	96.6	97.2	Average 2-Axle Wheelbase	114 in.

Harding Avenue
Fifth Street
DeGarmo Street

Site: 000000000000
4/18/2022
Monday

Daily Combined Summary

Volume

	Day Total	12:00 AM - 12:00 PM	Peak Hour 7:30 AM	Volume 121	Factor 0.86
	1250	12:00 PM - 12:00 AM	4:15 PM	133	0.95

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	24	103	381	525	188	26	3	0	0	0	0	0	0
%	1.9	8.2	30.5	42.0	15.0	2.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total	1250												

Average (Mean) Speed 25.8 mph

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	19.7	21.0	25.9	30.4	31.4

Pace Range 20.7 - 30.7 mph 937 vehicles (75.0 %)

Speed Exceeded (mph)	<u>25</u>	<u>35</u>	<u>45</u>	<u>55</u>	<u>65</u>	<u>75</u>
Count	722	29	0	0	0	0
%	57.8	2.3	0.0	0.0	0.0	0.0

Classification

	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Count	3	933	245	1	62	1	0	5	0	0	0	0	0
%	0.2	74.6	19.6	0.1	5.0	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total	1250												

Axle Statistics

Sensor	<u>A</u>	<u>B</u>
Strike Count	2595	2584
% Used	96.6	97.1

Average Axles per Vehicle 2.01
Average 2-Axle Wheelbase 116 in.



AGENDA REPORT

To: Chair Rudy Trujillo and Commissioners

From: Fabian Valdez, Chief of Police

Date: June 1, 2022

Subject: Update on Implementation of Body Worn Cameras for the Police Department

BACKGROUND:

1. On August 14, 2020, the Police Department submitted a formal letter to the State of California (State) requesting a budget allocation to fund the City's Public Safety Radio System.
2. On June 28, 2021, Governor Newsom approved the Fiscal Year (FY) 2021-2022 State Budget, which included an allocation of \$2,000,000 for the Police Department's City-Wide Radio System, 9-1-1 Communication Center, Body-Worn Cameras and In-Vehicle Cameras.
3. On November 15, 2021, the City Council adopted Resolution No. 8104 accepting the State's allocated funds for the City in the amount of \$2,000,000 for the Police Department's City-Wide Radio System, 9-1-1 Communication Center, Body-Worn Cameras and In-Vehicle Cameras.
4. Full implementation of phase one (deployment of Body Worn Cameras) for each officer is expected by June 8, 2022 with phase two (In Car Camera with Integrated License Plate Reader System implementation) by October 31, 2022.

ANALYSIS:

Video and evidence capturing systems provided by Body Worn Camera (BWC) and Digital In-Car Video (DIV) systems are an essential tool for enhancing public safety, increasing community trust, and have become a key pillar of 21st Century Policing. These systems also assist in the prosecution of cases and have proven to reduce liability for government agencies.

The Police Department's current DIV camera system has been non-functioning for several years and required replacement, but unfortunately, the financial resources were not available. The cost for equipment was generally affordable, but the costs for data storage was prohibitive and outside the budget constraints for the City. The systems today provide for secure unlimited cloud-based storage substantially reducing system overall costs as compared to the past.

The Police Department initiated the process of researching and evaluating fully integrated BWC and DIV systems in early 2021, including feedback from local law enforcement agencies and legal system partners. The Police Department evaluated three vendors, Axon, Inc., WatchGuard and LensLock. This evaluation included demonstration of equipment, a visit to the Glendale Police Department, consultation with the Los Angeles County District Attorney Digital Evidence Team, inclusion of City's Information Technology Specialists in discussions, and contact with local agencies to determine any challenges faced with the potential vendors.

The Police Department reviewed key features of each vendor's product, including the method for integration with existing RMS/CAD systems, ease of sharing digital evidence information with the District Attorney's office and key functionality of each system. A comprehensive comparison side by side of each product led the Department to conclude that Axon, Inc. best met the needs of the City. The City was also able to piggyback on the purchase of Glendale Police Department for this procurement.

Although costs were comparable, the features of Axon, Inc. along with their customer support and product reliability, are superior. According to a review with the Los Angeles County District Attorney's Office, Axon, Inc. Digital Evidence is the most reliable and provides access for their Deputy District Attorneys (DDA), allowing them to obtain key discovery evidence produced by the systems.

Axon, Inc. is currently the vendor of choice for several local agencies including the Los Angeles Police Department, Glendale Police Department, Los Angeles County Sheriff's Department, and Burbank Police Department. Axon, Inc. provides a fully integrated BWC and DIV systems, which allows capture of critical incidents, based on system settings, to automatically activate under certain circumstances without officer actions that could jeopardize their safety or the safety of the public. Axon, Inc. is also the only vendor that provides a Bluetooth upgrade to the Police Department's existing Taser equipment to result in automatic BWC and DIV activation when Tasers are activated.

Axon, Inc. has provided 51 body worn cameras with docking stations for download of video evidence. The DIV systems will include front and rear cameras for 11 patrol vehicles and include ALPR technology for all 11 vehicles increasing the ability to locate stolen vehicles parked or operating within the City. The agreement provides for upgrade of the BWCs at 30 months and five years at no additional cost, and DIVs will be upgraded (once) at the fifth year. Unlimited storage, extended "no ask" warranty, staff licensing, free District Attorney Access digital evidence, in vehicle installation, training, and the ability to live stream critical incidents from the field to the station are all features of the Axon, Inc. system.

BUDGET IMPACT:

There is no budget impact associated with receiving and filing this informational report.

CONCLUSION:

It is recommended that the Transportation and Public Safety Commission receive and file this informational report.



AGENDA REPORT

To: Chair Rudy Trujillo and Commissioners

From: Fabian Valdez, Chief of Police

Date: June 1, 2022

Subject: May 2022 Notable Police Department Activities

RECOMMENDATION:

It is recommended that the Transportation and Public Safety Commission receive and file this informational report.

BACKGROUND:

1. On April 4, 2022, the City Council adopted Ordinance No. 1709 amending the San Fernando Municipal Code renaming the Transportation and Traffic Safety Commission to the Transportation and Public Safety Commission in addition to amending section 90-72 of the San Fernando Municipal Code expanding the duties of the Transportation and Public Safety Commission.
2. Beginning June 1, 2022, the Transportation and Public Safety (TPS) Commission expanded its role and will be used to provide a venue for City staff to present police related information to the public.

ANALYSIS:

The San Fernando Police Department has recently heightened and further integrated its community profile in three major areas: Community Engagement, Proactive Enforcement, and Quality-of-Life Enhancement.

In the month of May, the San Fernando Police Department engaged in the following significant activities:

Community Engagement:

1. Two Chat-With-The-Chief meetings (one in English and one is Spanish) where citizens were able discuss their concerns with the Chief.
2. One neighborhood watch meeting with a special presentation by the Chief.

3. One meeting with the Music Group at Las Palmas Park.
4. The conclusion of the Mission League Dodgers baseball season with Chief Valdez as their coach.
5. A tour of the San Fernando Recovery Center and discussion with staff to determine how to enhance the relationship between the Police Department and the Center.
6. Chief and Police Department staff participated in the Pacoima Wash Natural Park Community Clean-Up.
7. Chief hosted the inaugural Police Department Open House.

Proactive Enforcement:

1. Traffic Enforcement: The Police Department conducted three enforcement operations based on information from community stakeholders and historical data. The operations occurred on May 4, May 5 and May 17 in an around the Glenoaks corridor and focused on pedestrian safety and primary collision factors including speeding and distracted driving.
2. Catalytic Converter Theft Operation: On May 5, the Police Department conducted an overnight catalytic converter theft operation and made one arrest of a subject in possession of burglary tools. Additionally, officers were able to arrest a ring of Catalytic Converter Thieves who were caught in the act.
3. Fireworks: The Police Department will be deploying undercover officers beginning in June through the 4th of July to educate our residents and enforce laws relating to fireworks.
4. Alcohol, Beverage Control Decoy Operations: Police Department Staff in collaboration with the California Alcohol Beverage Control Agents conducted undercover operations that focused on ensuring compliance of retail sellers of alcohol and prevention of sale to underage youth. The operation resulted in one citation being issued for selling alcohol to a minor.
5. Notable Arrest: On Friday, May 6th, at about 3:25 AM, two San Fernando Police Officers (Lopez and Murillo) were working patrol when they observed a vehicle in the area of Brand Blvd. and Fourth Street commit a traffic infraction. The officers searched the vehicle with the owner's consent and recovered a black, loaded, Smith and Wesson handgun in addition to narcotics and a stolen police uniform. The subject was a convicted felon and was subsequently arrested for being position of a gun along with other charges.

Quality of Life Enhancements:

1. The Police Department handled two reoccurring parking related complaints during the month of May in different areas of the City.
2. Police Department personnel provided security for the well-attended May 21st San Fernando Mall Street Fair.
3. Police Department established Community Engagement Team which is composed on the Community Engagement Detective (CED) and the School Resource Officer (SRO) with the goal of addressing community concerns and youth engagement.

BUDGET IMPACT:

There is no budget impact associated with receiving this informational report and providing comment to the TPS Commission.

CONCLUSION:

It is recommended that the Transportation and Public Safety Commission receive and file this informational report.



AGENDA REPORT

To: Chair Rudy Trujillo and Commissioners

From: Fabian Valdez, Chief of Police

Date: June 1, 2022

Subject: Presentation of Military Equipment Policy As Required By Assembly Bill 481

RECOMMENDATION:

It is recommended that the Transportation and Public Safety (TPS) Commission receive and file this informational report.

BACKGROUND:

1. On September 30, 2021, Governor Gavin Newsom signed into law Assembly Bill 481 (AB 481), relating to the use of “military equipment” by law enforcement agencies in California.
2. AB 481 seeks to provide transparency, oversight and opportunity for meaningful public input on decisions regarding whether and how military equipment is funded, acquired, and used by law enforcement agencies.
3. AB 481 requires law enforcement agencies to obtain authorization from its governing body, via adoption of a military equipment use policy via ordinance, thus approving the military equipment. The governing body as defined under law for the City is the San Fernando City Council.
4. AB 481 requires that any law enforcement agency seeking to continue to use any “military equipment” as broadly defined by the law acquired before January 1, 2022 must commence the approval process prior to May 1, 2022.
5. AB 481, as part of the public input and transparency process, requires posting of the agency policy for public feedback for 30 days prior to any public meeting.
6. The Police Department’s proposed military equipment policy was posted on the City’s website for public comment on April 27, 2022, and reposted for greater visibility on May 10, 2022.

ANALYSIS:

San Fernando Police Department is committed to using various tools and equipment to safeguard the community, placing the community safety first. Many items defined by AB 481 as military equipment, as outlined below, are in fact utilized by the department today as well as many agencies throughout Los Angeles County and the Nation. These items provide officers with critical tools and the ability to safely resolve dynamic and volatile situations that may otherwise rise to the level of a lethal encounter. These tools and equipment, combined with the proposed departmental military equipment policy, are a key component to facilitating compliance with the department's Use of Force policy.

It is important to understand that the term "military equipment" as used within AB 481 does not necessarily indicate equipment that has been used or provided by the military. In fact, the San Fernando Police Department does not have any equipment in current use that has been obtained from the military or its Federal 1033 program, which provides surplus equipment to law enforcement.

Below is a list of the equipment AB 481 designates as military equipment and the red entries identify the equipment currently in use by the San Fernando Police Department:

- (1) Unmanned, remotely piloted, powered aerial or ground vehicles.
- (2) Mine-resistant ambush-protected (MRAP) vehicles or armored personnel carriers.
- (3) High mobility multipurpose wheeled vehicles (HMMWV), commonly referred to as Humvees, two and one-half-ton trucks, five-ton trucks, or wheeled vehicles that have a breaching or entry apparatus attached. However, unarmored all-terrain vehicles (ATVs) and motorized dirt bikes are specifically excluded from this subdivision.
- (4) Tracked armored vehicles that provide ballistic protection to their occupants and utilize a tracked system instead of wheels for forward motion.
- (5) Command and control vehicles that are either built or modified to facilitate the operational control and direction of public safety units.
- (6) Weaponized aircraft, vessels, or vehicles of any kind.
- (7) Battering rams, slugs, and breaching apparatuses that are explosive in nature. However, items designed to remove a lock, such as bolt cutters, or a handheld ram designed to be operated by one person, are specifically excluded from this subdivision.
- (8) Firearms of .50 caliber or greater. However, standard issue shotguns are specifically excluded from this subdivision.
- (9) Ammunition of .50 caliber or greater. However, standard issue shotgun ammunition is specifically excluded from this subdivision.
- (10) Specialized firearms and ammunition of less than .50 caliber, including assault weapons as defined in Sections 30510 and 30515 of the Penal Code, with the exception of standard issue service weapons and ammunition of less than .50 caliber

Presentation of Military Equipment Policy As Required By AB 481

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- that are issued to officers, agents, or employees of a law enforcement agency or a state agency.
- (11) Any firearm or firearm accessory that is designed to launch explosive projectiles.
- (12) "Flashbang" grenades and explosive breaching tools, "tear gas," and "pepper balls," excluding standard, service-issued handheld pepper spray.
- (13) Taser Shockwave, microwave weapons, water cannons, and the Long Range Acoustic Device (LRAD).
- (14) The following projectile launch platforms and their associated munitions: 40mm projectile launchers, "bean bag," rubber bullet, and specialty impact munition (SIM) weapons.
- (15) Any other equipment as determined by a governing body or a state agency to require additional oversight.

In accordance with the procedure set forth under AB 481, the San Fernando Police Department's draft Military Equipment Policy §706 was first made available on the City's website on April 27, 2022 — more than 30 days before this Transportation and Public Safety Commission public meeting. The draft Military Equipment Policy includes a list of newly defined military equipment currently in the San Fernando Police Department's possession. The City's website provides a means for the public to submit complaints, concerns, or questions about the use of each specific type of military equipment.

The policy has been developed in consultation with the City's Attorney, who reviewed and approved this policy as to content and form prior to release on the City's website.

Pursuant to AB 481, the San Fernando City Council may only approve the Department's Military Equipment Policy if it makes the following determinations:

- (1) The military equipment is necessary because there is no reasonable alternative that can achieve the same objective of officer and civilian safety.
- (2) The proposed military equipment use policy will safeguard the public's welfare, safety, civil rights, and civil liberties.
- (3) If purchasing the equipment, the equipment is reasonably cost effective compared to available alternatives that can achieve the same objective of officer and civilian safety.
- (4) Prior military equipment used by the Department complied with the Military Equipment Use Policy that was in effect at the time, or if prior uses did not comply with the accompanying equipment use policy, corrective action has been taken to remedy non-conforming uses and ensure future compliance.

Once approved, AB 481 establishes annual reporting requirements within Government Code 7072. The Police Department's annual report to Council requires reporting of each type of equipment used within the year and annual reporting thereafter. The annual report requires the following:

- (1) A summary of how the military equipment was used and the purpose of its use.
- (2) A summary of any complaints or concerns received concerning the military equipment.
- (3) The results of any internal audits, including any information about violations of the military equipment use policy, and any actions taken in response.
- (4) The total annual cost for each type of military equipment, including acquisition, personnel, training, transportation, maintenance, storage, upgrade, and other ongoing costs, and from what source funds the funds will be provided for the military equipment in the calendar year following submission of the Annual Military Equipment report.
- (5) The quantity of each type of military equipment in the Department's possession.
- (6) The quantity sought for each type of military equipment if the law enforcement agency intends to acquire additional military equipment in the next year.

BUDGET IMPACT:

There is no budget impact associated receiving this informational report and providing comment to the TPS Commission.

CONCLUSION:

It is recommended that the Transportation and Public Safety Commission receive and file this informational report.