



CITY OF
LOS ANGELES
CALIFORNIA



P.O. BOX 4670, WEST HILLS, CA 91308
WWW.WESTHILLSNC.ORG
MAIL@WESTHILLSNC.ORG

WEST HILLS NEIGHBORHOOD COUNCIL

JOINT BOARD STREETS AND TRANSPORTATION COMMITTEE MEETING AGENDA

Tuesday, October 20, 2026, 7:30PM – 8:30PM

**Chaminade College Preparatory – Condon Center 2nd Floor
23241 W. Cohasset Street, West Hills, CA 91304**

Enter Chaminade through the Cohasset Street Entrance between Woodlake and Platt Avenues. Enter through the parking lot, bear left and continue over the hill until you see the Condon Family Technology Center on the left. Park in the nearest lot.

In conformity with the January 1, 2026 enactment of California Senate Bill 707 (Durazo) and LA City Council File 23 1114, the West Hills Neighborhood Council Streets and Transportation Committee Meeting, will be conducted virtually, telephonically and in person.

- To attend online via Zoom Webinar: Click or paste the following link into your browser:
<https://us02web.zoom.us/j/86108477573>
- To call in by phone, dial (669) 900-6833, then punch in this Webinar code when prompted: **8610 847 7573**, then press #.
- To attend in person, please attend Chaminade College Preparatory – Condon Center 2nd Floor, 23241 W. Cohasset Street, West Hills, CA 91304

This meeting is open to the public. Doors open 10 minutes before the meeting starts. Those who wish to speak during the meeting may be asked to complete a Speaker Card. Comments on matters not on the agenda will be heard during the Public Comment period. Those who wish to speak on an agenda item will be heard when the item is considered

1. Call to Order and Establish Quorum
2. Comments from the Chair
3. Approval of September 2026 Meeting Minutes
4. General Public Comment
5. Discussion and possible action on CF 25-0002-S137 Rescind 2001 Roadless Area Conservation Rule/
U.S.Forest Services /Opposition/2025-2026 Federal Legislative Program
 - The 2001 Roadless Area Conservation Rule is a U.S. Forest Service regulation, effective March 13, 2001, that prohibits road construction, road reconstruction, and most timber harvesting on 58.5 million acres of inventoried roadless areas across National Forest System lands.
[25-0002-S137_misc_9-2-26.pdf](#)
6. Discussion and possible action on CF 26-1351 Illegal Dumping Enforcement/Funding Allocation FY 2026-27 /Strategy of Abatement, Prevention and Enforcement/Citywide Inventory of Chronic Illegal Hotspots/System for Updating/Options for Updating Penalties
[S14KONICA_C26092211380](#)
7. Discussion and Possible Action on CF 26-1354 Section 22.48g(A)7 / Los Angeles Administrative Code (LAAC) /Transportation Commission / Amendments / Asset Evaluation Framework
[26-1354_misc_9-22-26.pdf](#)

8. Discussion and possible Action on Flock Cameras and Automated License Plate Readers City Council says it will consider review of LAPD's camera contracts - Daily News
9. Update on Street Resurfacing
10. Suggestions for Next Meeting
11. Adjournment

The next meeting of this committee is scheduled for November 17, 2026 at Chaminade.

In the event of a disruption that prevents the eligible legislative body from broadcasting the meeting to members of the public using the call-in option or internet-based service option, or in the event of a disruption within the eligible legislative body's control that prevents members of the public from offering public comments using the call-in option or internet-based service option, the eligible legislative body shall take no further action on items appearing on the meeting agenda until public access to the meeting via the call-in option or internet-based service option is restored. Actions taken on agenda items during a disruption that prevents the eligible legislative body from broadcasting the meeting may be challenged pursuant to Section 54960.1. California Government Code Section 54953.8(b) (3).

The legislative body shall not require public comments to be submitted in advance of the meeting and shall provide an opportunity for the public to address the legislative body and offer comments in real time. California Government Code Section 54953.8(b)(4). Notwithstanding Section 54953.3, an individual desiring to provide public comment through the use of an internet website, or other online platform, not under the control of eligible legislative body, that requires registration to log in to a teleconference may be required to register as required by the third-party internet website or online platform to participate. California Government Code Section 54953.8(b)(5).

A legislative body that provides a time public comment period for each agenda item shall not close the public comment period for the agenda item, or the opportunity to register, pursuant to paragraph (5), to provide public comment until that timed public comment period has elapsed. California Government Code Section 54953.8(b)(6)(A). A legislative body that does not provide a time public comment period, but takes public comment separately on each agenda item, shall allow a reasonable amount of time per agenda item to allow public members the opportunity to provide public comment, including time for members of the public to register pursuant to paragraph (5), or otherwise to be recognized for the purpose of providing public comment. California Government Code Section 54953.8(b)(6)(B).

Public Input: Comments from the public on other matters not appearing on the agenda that are within the Board's jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Board meeting. Public comment is limited to 2 minutes per speaker, unless adjusted by the presiding officer of the Board.

The Americans With Disabilities Act - As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least 3 business days (72 hours) prior to the meeting by contacting the Department of Neighborhood Empowerment by calling (213) 978-1551 or email: NCsupport@lacity.org

Public Posting of Agendas - WHNC agendas are posted for public review at Platt Village, on the Southside of Pavilions, closest to Nothing Bundt Cakes at 6534 Platt Avenue, West Hills, CA 91307 or at our website, www.westhillsnc.org. You can also receive our agendas via email by subscribing to [L.A. City's Early Notification System \(ENS\)](#)

Notice to Paid Representatives -If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code Section 48.01 et seq. More information is available at ethics@lacity.org/lobbying. For assistance, please contact the Ethics Commission at (213) 978-1960 or ethics.commission@lacity.org

Public Access of Records - In compliance with Government Code Section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at our website: www.westhillsnc.org or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact the WHNC's executive director via email at michelle.ritchiewhnc@gmail.com

Reconsideration and Grievance Process - For information on the NC's process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the NC Bylaws. The Bylaws are available at our Board meetings and our website www.westhillsnc.org

Servicios De Traducción: Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte michelle.ritchiewhnc@gmail.org



**CITY OF
LOS ANGELES
CALIFORNIA**



P.O. BOX 4670, WEST HILLS, CA 91308
WWW.WESTHILLSNC.ORG
MAIL@WESTHILLSNC.ORG

WEST HILLS NEIGHBORHOOD COUNCIL

JOINT BOARD and STREETS & TRANSPORTATION COMMITTEE MEETING MINUTES

Chaminade High School and Online

September 15, 2026

Revised September 16, 2026

The Committee shall take official action by a simple majority of yes and no votes cast by the committee members present at a duly noticed regular or special Streets and Transportation Committee meeting, not to include abstentions. There shall be no proxy voting.

Attendance: Glenn Jennings, Heidi Manning, Steve Randall (SB707), Brad Vanderhoof, and Zhelbert Zohrabian

Other Board members present: Jennifer Felix-Shannon, Ilona Illes, and Kim Koerber

Chair Brad Vanderhoof called the meeting to order at 7:30 PM. A quorum was established. There was no objection to Steve Randall attending virtually.

Numbers refer to agenda items.

2. Comments from the Chair: None

3. Approval of August 2026 Meeting Minutes – Approved

4. General Public Comment: None

5. CF 26-1249 – Develop Streetlight Repair Prioritization Matrix / Non Emergency Streetlight Repair Request / Develop / Implement:

CIS in support:

Glenn Jennings – Yes, Heidi Manning – Yes, Steve Randall – Yes, Brad Vanderhoof – Yes, Zhelbert Zohrabian – Yes

Yes – 5, No – 0, Abstain – 0, Absent – 0, Recusal – 0

A CIS will be prepared jointly and submitted to the WHNC Board.

6. Update on Street Resurfacing: Recently there has been considerable activity in West Hills.

7. Suggestions for Next Meeting: Jennifer would like to have a discussion on ‘flock’ cameras and data security concerns.

Chair Brad Vanderhoof adjourned the meeting at 8:17 PM.

The next meeting of this committee is October 20, 2026, 7:30 PM, Chaminade High School..

RESOLUTION

RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations, or policies proposed to or pending before a local, state, or federal government body or agency must have first been adopted in the form of a Resolution by the City Council; and

WHEREAS, on August 18, 2026, the U.S. Department of Agriculture (USDA) and the U.S. Forest Service published a proposed rule to rescind in its entirety the 2001 Roadless Area Conservation Rule (2001 Roadless Rule), which for twenty-five years has prohibited road construction, road reconstruction, and commercial timber harvest across approximately 44.7 million acres of National Forest System lands; and

WHEREAS, approximately 4.4 million acres of inventoried roadless areas across twenty-one California national forests would lose these protections, including lands in the Angeles, Los Padres, San Bernardino, Cleveland, and Inyo National Forests that ring and supply the Los Angeles region, and the Forest Service anticipates that permanent roads could be constructed across 18.2 million acres nationwide and temporary roads across an additional 11.3 million acres; and

WHEREAS, human activity, not remote wildland ignition, is the dominant cause of wildfire in the United States, accounting for roughly 89 percent of wildfires nationwide, while fewer than one percent of wildfires in the lower 48 states since 2010 have ignited within inventoried roadless areas; and

WHEREAS, a peer-reviewed 2026 study in *Fire Ecology* examining three decades of national forest wildfire records found wildfire-ignition density was lowest in designated wilderness (1.75 fires per 1,000 hectares) and in inventoried roadless areas (1.97 fires per 1,000 hectares), and highest within 50 meters of roads (7.99 fires per 1,000 hectares), with ignition density declining steadily as distance from roads increases; and

WHEREAS, the Forest Service reached this same conclusion in its own environmental impact statement for the 2001 Roadless Rule, finding that building roads into inventoried roadless areas would likely increase the chance of human-caused fires because of the increased presence of people; and

WHEREAS, the City of Los Angeles and its neighboring communities continue to recover from the January 2025 Palisades and Eaton Fires, and any federal action that measurably increases ignition risk in the mountains above Los Angeles threatens the lives, homes, air quality, and insurance affordability of Angelenos, and falls heaviest on low-income and frontline communities with the fewest resources to evacuate, rebuilt, or relocate;

NOW, THEREFORE, BE IT RESOLVED, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2025-2026 Federal Legislative Program OPPOSITION to the U.S. Forest Service proposed rule to rescind the 2001 Roadless Area Conservation Rule.

PRESENTED BY:


JOHN LEE
Councilmember, 12th District

SECONDED BY:



ORIGINAL

BB
SEP 02 2026
cf

MOTION

Illegal dumping has become a major blight on the city of Los Angeles imposing significant costs on taxpayers while negatively affecting public health, public safety, environmental quality, and the quality of life of communities throughout the City. The City continues to devote substantial resources to removing illegally dumped waste, yet the continued recurrence of dumping at the same locations demonstrates that cleanup alone is not sufficient to address the problem.

While the City has made investments in identifying and removing illegally dumped waste, illegal dumping must be addressed as a comprehensive three pronged strategy, consisting of cleanup and abatement, education and prevention, and investigation and enforcement with meaningful penalties. Solely focusing on cleanup efforts will lead to the City repeatedly bearing the cost of removing illegally dumped materials, without adequately addressing the individuals, businesses, and practices responsible in the first place.

The Bureau of Street Services (BSS) plays a leadership role in public-right-of-way enforcement and the City's response to illegal dumping. A comprehensive three pronged strategy will be most successful if BSS leadership is complemented by and in coordination with important specialized roles of LASAN, LAPD, the City Attorney's office, and other appropriate departments.

The need for stronger enforcement is particularly evident when considering the City's existing penalty structure. Under Los Angeles Municipal Code Section 66.25, administrative fines for illegal dumping are currently \$500 for a first violation, \$750 for a second violation, and \$1,000 for a third and subsequent violation. Other California jurisdictions have demonstrated that substantially higher administrative penalties are possible. Santa Cruz County currently imposes administrative penalties of \$2,500 for a first illegal dumping violation, \$5,000 for a second violation within one year, and \$10,000 for a third or subsequent violation within one year. Los Angeles should evaluate whether its administrative penalties need to be increased to reflect the public costs and impacts associated with illegal dumping, while ensuring that penalties remain legally defensible, proportionate, and appropriately scaled according to the severity, quantity, frequency, and circumstances of the violation.

However, fines alone will not solve the City's illegal dumping problem. Effective enforcement requires investigators, technology, data, cleanup capacity, coordination, and sustained attention to the locations where dumping repeatedly occurs. The City should therefore explore whether existing technology, equipment, and contractual resources already available to the City can be leveraged for illegal dumping enforcement before investing in entirely new systems. Camera technologies utilized by City departments, including LASAN and LAPD, should be evaluated for their potential use by BSS at identified illegal dumping hotspots, where legally permissible and operationally appropriate.

Finally, enforcement and cleanup resources must be deployed equitably. The City should establish a process through which each Council District office works directly with BSS to identify and maintain a list of chronic illegal dumping hotspots within that district. These locations should be evaluated with existing City data, such as MyLA311 reports, cleanup requests, CleanStat data, and other available datasets, along with direct input from Council District offices and the communities that they represent.

I THEREFORE MOVE that the Bureau of Street Services (BSS), in coordination with Los Angeles Sanitation and Environment (LASAN), LAPD, City Atty, and other relevant City departments, be instructed to report to the City Council within 30 days on illegal dumping enforcement activities and the status of funding allocated in the FY 2026-27 budget. This report should include recommendations on needed


SEP 22 2026

resources and funding for strengthening the City's response to illegal dumping toward a comprehensive strategy of abatement, prevention, and enforcement.

I FURTHER MOVE that BSS report on the feasibility of utilizing existing City contracts, technology, equipment, and other resources currently available to City departments, including LASAN and LAPD, for the limited purpose of identifying, documenting, investigating, and prosecuting illegal dumping activity.

I FURTHER MOVE that BSS, in coordination with each Council District office, be instructed to develop a citywide inventory of chronic illegal dumping hotspots, with each Council District identifying priority locations within its jurisdiction, and report on a system for regularly updating the inventory based on both objective City data and community and Council District input.

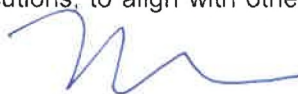
I FURTHER MOVE that BSS, in coordination with the Los Angeles Police Department and Bureau of Sanitation, be INSTRUCTED to report back in 30 days with options to update penalties for illegal dumping, as well as increasing rewards for successful prosecutions, to align with other municipalities in California.

PRESENTED BY:



IMELDA PADILLA
Councilmember, 6th District

PRESENTED BY:



MARQUEECE HARRIS-DAWSON
Councilmember, 8th District

SECONDED BY:



ORIGINAL

MOTION

The City has consistently reaffirmed the necessity and desire to build housing - especially affordable housing - to deter the eviction-to-homelessness pipeline and meet local housing demands. For over a decade, there have been consistent efforts to identify city-owned land for affordable housing development, ongoing work to streamline permitting, and sustained executive and legislative efforts to make the City a more affordable place to live.

Despite these efforts, there remains ambiguous wording within the administrative code that has been used to halt or slow the development of necessary and life-saving affordable housing on city-owned land. Section 22.484g(A)7 of Division 22, Chapter 20, Article 5 of the Los Angeles Administrative Code has slowed multiple affordable housing projects because of the advisory duties assigned to the Board of Transportation Commissioners - allowing for this appointed body to overturn or delay both Exclusive Negotiation Agreements and Disposition and Development Agreements that have been approved by both the Council and Mayor.

While the need for parking is frequently cited to justify overturning decisions approved by the Mayor and City Council, rejecting a ministerial affordable housing project simply for utilizing a standard, on-menu incentive, such as a parking reduction, is legally indefensible and a wasteful use of public resources. Blocking housing during an ongoing crisis places our city at serious risk of losing vital state funding for affordable housing. The overarching mandate across the City, County, and State is clear: we must prioritize housing development at all affordability levels to serve our residents.

I THEREFORE MOVE that the City Council REQUEST the City Attorney to prepare and present an ordinance amending Section 22.484g(A)7 of Division 22, Chapter 20, Article 5 of the Los Angeles Administrative Code (LAAC), to be amended as follows:

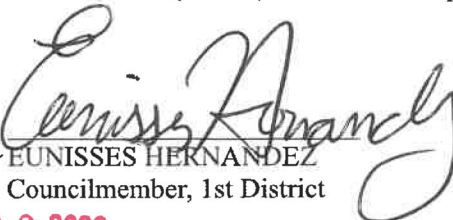
The Transportation Commission shall have the power, duty and responsibility of advising the coordination, direction, and management of all matters with respect to the acquisition, and thereafter the management, of all public off-street parking places by the City except for those parking facilities which are under jurisdiction or control of departments controlling their own funds *and any facilities, and the instruction the City Council and Mayor has authorized for temporary or permanent use as a housing or homeless program.*

Notwithstanding the authority provided to the Department of General Services in Chapter 21 of Division 22 of this Code, the Los Angeles Housing Department shall have charge, superintendence and control of all City-owned real property, the use of which currently is or is approved by the City Council and Mayor to be for affordable housing development purposes, projects or activities.

Responsibility for the maintenance and operations of the site shall remain with the Department of Transportation until the Ground Lease, or similar agreement, is executed and the Los Angeles Housing Department, or its designee, has provided the Department of Transportation with 30 days notice of intent to proceed with the project or program.

I FURTHER MOVE that the City Council INSTRUCT the City Administrative Officer (CAO), with support from the Department of Transportation, to update the Asset Evaluation Framework (CF:12-1549-S3) to reflect the removal of the Board of Transportation Commissioners (BOTC) from relevant approval processes.

PRESENTED BY:


EUNISSES HERNANDEZ
Councilmember, 1st District

SECONDED BY:



SEP 22 2026

ORIGINAL

Streets and Transportation Committee – October 2026

Flock cameras

AI Generated Overview

Flock cameras are automated license plate readers (ALPRs) widely used by U.S. law enforcement to capture vehicle data for investigations, but they face increasing legal challenges, including rulings that warrantless use can violate the Fourth Amendment, such as the October 2026 federal decision deeming a Tulsa County deputy's use unconstitutional.

What Flock Cameras Do

- Flock cameras capture license plates, vehicle make/model/color, timestamps, and location data.  [Click2Houston](#)
- They create a “vehicle fingerprint,” including details like bumper stickers or visible damage.  [flocksafety.com](#)
- Data is uploaded to a searchable cloud database accessible to law enforcement agencies.  [Click2Houston](#)
- Flock markets these systems as tools for real-time policing, investigations, and inter-agency data sharing.  [CBS News](#)

How Law Enforcement Uses Flock

- To identify suspect vehicles, solve crimes, locate missing persons, and track stolen cars.  [CBS News](#)
- Dallas Police reported using more than 300 cameras to support investigations and public safety efforts.  [Yahoo](#)

- Agencies can set alerts for wanted vehicles and search historical vehicle movement



data. [CBS News](#)

Legal and Constitutional Issues

- A federal judge ruled in October 2026 that using Flock data without probable cause constituted an unconstitutional warrantless search, calling it “indiscriminate mass surveillance.” [rcbizjournal.com](#)
- Courts in other states (e.g., Virginia) have similarly ruled that ALPR data collection can constitute a Fourth Amendment search. [Wikipedia](#)
- Reports show officers have misused Flock systems to stalk or surveil private citizens, activists, and critics. [rcbizjournal.com](#)

Public Backlash and Policy Responses

- Activists in New York, Missouri, and other states are pushing for bans or restrictions due to privacy concerns and lack of transparency. [Click2Houston+1](#)
- Some jurisdictions have canceled contracts or paused use after misuse incidents. [ABC17NEWS](#)
- Proposed legislation (e.g., by Sen. Josh Hawley) seeks to restrict data retention, sharing, and use of AI-powered camera systems. [ABC17NEWS](#)

Differences From Red-Light Cameras

- Red-light cameras enforce traffic violations; Flock cameras collect broad vehicle movement data for investigative use.
- Texas banned red-light cameras in 2019 but allows ALPRs like Flock because they serve different legal and operational purposes. [flocksafety.com](#)

Scale of Deployment

- Flock operates in over 6,000 communities across 49 states, performing more than 20 billion vehicle scans monthly. [Wikipedia](#)
- Community-driven maps show more than 100,000 ALPRs nationwide, with Flock devices making up about 77% of reported units. [flockcameralocations.com](#)

Flock cameras remain one of the most widely deployed ALPR systems in the U.S., central to modern policing but increasingly scrutinized for privacy, legality, and potential misuse.