

COUNTYWIDE CRIMINAL JUSTICE COORDINATION COMMITTEE

MINUTES OF THE July 14, 2021 MEETING Meeting Conducted Via Microsoft Teams

MEMBERS AND ALTERNATES PRESENT

Chair Pro Tem: Chief Adolfo Gonzales, County Chief Probation Officer,
Vice Chair of CCJCC

Erika Anzoategui, County Alternate Public Defender
David Bozanich for Mike Feuer, Los Angeles City Attorney
Beatriz Dieringer, California League of Cities
Mark Diorio for Selwyn Hollins, Director, County Internal Services Department
*Ernest Eskridge for Michel Moore, Chief, Los Angeles Police Department
Peter Espinoza, Director, Office of Diversion and Reentry
*Xiomara Flores Holguin for Bobby Cagle, Director, County Department of Children and
Family Services
Maame Frimpong, Assistant Supervising Judge, Criminal Division, Superior Court
Jason Hasty for Debra Duardo, Superintendent, County Office of Education
Brian Hoffman for Fesia Davenport, County Chief Executive Officer
T. Warren Jackson for Ed Eng, County Economy and Efficiency Commission
Esther Lim for Hilda Solis, Supervisor, First District and Chair of the County Board of
Supervisors, Chair of CCJCC
Robin Limon for Alex Villanueva, Sheriff
Emmanuelle Lopez for Eric Garcetti, Mayor, City of Los Angeles
Jonathan Lucas, County Coroner – Chief Medical Examiner
Edward McIntyre for Jacki Bacharach, County Quality & Productivity Commission
Ray Regalado for Robin Toma, Executive Director, County Human Relations
Commission
William Stone for Ricardo Garcia, County Public Defender
Sergio Tapia II, Supervising Judge, Criminal Division, Superior Court
*Theresa Villa McDowell for Otto Solorzano, Director, County Department of Workforce
Development, Aging and Community Services
Norayr Zurabyan for Rodrigo Castro-Silva, County Counsel

***Not a designated alternate**

I. CALL TO ORDER / INTRODUCTIONS

Adolfo Gonzales, County Chief Probation Officer, Chair Pro Tem

The meeting was called to order at 12:04 p.m. by Chief Adolfo Gonzales, County Chief Probation Officer, Chair Pro Tem.

II. GENERAL PUBLIC COMMENT

There were no public comments.

III. APPROVAL OF THE MINUTES

Adolfo Gonzales, County Chief Probation Officer, Chair Pro Tem

There were no requests for revisions to the minutes of the June 9, 2021 meeting.

Erika Anzoategui, County Alternate Public Defender, made a motion to approve the minutes. This motion was seconded by Jason Hasty, representative for Debra Duardo, Superintendent of the County Office of Education.

ACTION: The motion to approve the minutes of the June 9, 2021 meeting was approved without objection.

IV. PUBLIC SAFETY REALIGNMENT TEAM

Mark Delgado, Executive Director, CCJCC

Mark Delgado, Executive Director of the Countywide Criminal Justice Coordination Committee (CCJCC), provided an update on the work of the Public Safety Realignment Team (PSRT) this year.

As background, the PSRT was established by the Board of Supervisors in 2011 to ensure ongoing coordination of public safety realignment (AB 109) implementation. It is Chaired by the Chief Probation Officer and comprised of multiple agency representatives and Board-appointed members.

The Board of Supervisors passed a motion on December 8, 2020, that expanded PSRT from 16 to 25 members. In addition, the committee was tasked with the following:

- Update the AB 109 Community Corrections Partnership (CCP) implementation plan to reflect the Board's priorities; and
- Provide recommendations for AB 109 funding allocations that reflect the Board's priorities.

The expanded PSRT has been meeting since February of this year. On June 15th, the PSRT's revised CCP plan was submitted to the Board of Supervisors for approval.

A process is currently underway to generate funding recommendations. As determined by the committee, these may include the following:

- Specific budget requests
- General recommendations
- Recommendations related to departmental budget requests.

Mr. Delgado emphasized that any recommendations generated by PSRT will go to the County Chief Executive Office (CEO) to help inform the budget process, but the development of the budget remains the responsibility of the CEO.

Funding recommendations from PSRT will be provided to the CEO by July 30th.

Mr. Delgado next reviewed the format of the updated CCP realignment implementation plan that was submitted to the Board of Supervisors. The plan reflects overarching principles developed to ensure an integrated approach.

The four segments of the plan consist of Diversion/Alternatives to Incarceration (ATI), Post-Release Community Supervision (PRCS), PRCS and Parole Revocation Process, and Custody and Reentry.

Each segment includes a conceptual model, specific principles, and corresponding programmatic recommendations.

There were no questions from those in attendance.

PowerPoint slides that were used for this presentation have been posted online at <http://ccjcc.lacounty.gov>.

ACTION: For information only.

V. LOS ANGELES SUPERIOR COURT'S PRE-ARRAIGNMENT / PRE-TRIAL PILOT

Judge Sergio Tapia II, Supervising Judge of the Criminal Division,
Los Angeles Superior Court

Judge Sergio Tapia II, Supervising Judge of the Los Angeles Superior Court's Central Criminal Division, provided an update on the Pre-Arrestment/Pre-Trial Pilot program.

As background, the state earmarked funding to the Judicial Council to launch and evaluate two-year pretrial projects in local trial courts. In August 2019, the Los Angeles Superior Court became one of the Courts that was selected. The Court received over \$17 million for this effort.

While there had been on-going discussions among stakeholders for several years, there was no formal pre-trial release program prior to this pilot.

The goals of the pilot program are to do the following:

- Increase the safe and efficient pre-arrestment and pre-trial release of individuals booked into jail.
- Implement monitoring practices of those released pre-arrestment and pre-trial

with the least restrictive interventions.

- Expand the use and validation of pretrial risk assessment tools.
- Assess any disparate impact or bias that may result from the implementation of these projects.

Judge Tapia noted that the use of risk assessment tools in the pilot is required as part of the funding agreement.

The pilot program is comprised of the following two-step process:

1. At Pre-Arrestment, all arrestees in Los Angeles County are risk assessed using the Public Safety Assessment tool (PSA).
2. At Arrestment, in three of the Los Angeles Superior Court's courthouses, defendants are risk assessed using the Criminal Court Assessment Tool (CCAT). Defendants may be released on "supervised release."

The first part of the pilot (Pre-Arrestment) began on March 23, 2020. The following are the results from that date through May of this year:

- Every arrestee in Los Angeles County is "live scanned".
- Programming was created to automatically populate the PSA through the live scan process.
- There have been 97,000 Bookings into County Jail.
- Approximately 32,333 of these Bookings (about 1/3) were eligible for Pre-Arrestment release.
- Four hours after arrest, the Magistrate has a PSA score to review and determines whether to release within one hour of receiving the score.

The second part of the pilot (Arrestment) began in June 2020. The following are the results from that date through February of this year:

- The Dynamic Risk Assessment Tool (CCAT) is used at the Arrestment.
- Over 1,000 individuals have been released using this tool (CCAT) between June 2020 and February 2021. These individuals were released without having to post bail.
- Needs Assessments have been completed by the service provider.

- Individuals have been released on supervised release with the Probation Department. Electronic monitoring and text alerts have also been used. Text alerts are used with almost all individuals that have been released at Arraignment using the CCAT tool.

Judge Tapia next reviewed the impact of the COVID-19 pandemic on the pilot program.

The implementation of the pilot program in March 2020 coincided with the emergence of the COVID-19 pandemic. There was a drop in arrests beginning that month. In addition, the onset of the pandemic resulted in the implementation of an emergency bail schedule that impacted the pilot program.

Notably, many of the individuals that would have been eligible for release under the pilot program were being released through the emergency bail schedule that set bail at \$0 for most misdemeanors and many low-level felonies. This was the population that was targeted by the pilot program.

Nevertheless, as noted, many individuals have been released at the Pre-Arraignment and Arraignment stages of the pilot in the past 16 months.

The recent budget signed by the Governor allotted additional funding for pre-trial release pilot programs, which should allow the Superior Court to extend the current pilot through June 2022.

There are ongoing discussions with County and justice partners as to how to continue the pilot program beyond the point at which funding from the state ends. Additional funding from local government would be needed in order to extend the pilot beyond that time.

Judge Tapia noted that Senate Bill 262 (SB 262), which is currently pending in the State Assembly, would implement a \$0 bail schedule statewide for most offenses. If this becomes law, it will impact the current pilot program and any future pre-arraignment and pre-trial release programs.

He added that current state law requires cash bail. Any local efforts to end the cash bail system will require legislative change.

Mayor Beatriz Dieringer of the California League of Cities asked if there are any preliminary studies on the effectiveness of the pilot program.

Judge Tapia stated that he did not have data to share at this time, but it does appear from anecdotal evidence that more individuals have been released than if the pilot had not been in place. Additionally, this was done without a large increase in failure to appear rates. This is thought to be due in part to text alerts and the supervision by Probation.

Data that is collected from the pilot program is sent to the Judicial Council in order to protect the integrity of the data. The Judicial Council has in turn contracted with a third

party to analyze the data and prepare a report.

PowerPoint slides that were used for this presentation have been posted online at <http://ccjcc.lacounty.gov>.

ACTION: For information only.

VI. TASKFORCE FOR REGIONAL AUTO-THEFT PREVENTION (TRAP)

Captain Martin Rodriguez, Sheriff's Department
Lieutenant Bruce Hosea, Los Angeles Police Department

Captain Martin Rodriguez of the Sheriff's Department presented the Taskforce for Regional Auto-Theft Prevention (TRAP) annual report to CCJCC.

Joining Captain Rodriguez in this presentation was Lieutenant Bruce Hosea of the Los Angeles Police Department (LAPD).

Background

TRAP is a multi-agency, multi-jurisdictional auto theft taskforce that was formed in 1993. Its mission is to combat complex auto-theft rings, reduce the number of auto-thefts, increase the recovery rate of stolen automobiles, identify trends and patterns of vehicle theft, provide training and expertise to participating law enforcement agencies, and coordinate a deterrence program with the private sector.

Per TRAP's establishing MOU, the Steering Committee guides its operations and is supported by CCJCC. The Steering Committee provides annual reports to CCJCC on its operations, budget, and current auto-theft trends.

TRAP is funded by a fee on all registered vehicles in Los Angeles County.

Members and Staffing

Lieutenant Hosea reviewed TRAP's current members and staffing.

TRAP is now comprised of 16 participating agencies, 3 District Attorney (DA) representatives, 2 law enforcement partners, and 2 reserves. There are 57 total investigators (3 DA's included).

Sheriff's Department positions on TRAP include 1 Captain, 1 Lieutenant (currently vacant), 5 Sergeants, 17 detectives, and 8 professional staff.

LAPD representation on TRAP includes 1 Lieutenant, 4 Sergeants, and 12 detectives.

Other participating police departments include the Alhambra Police Department, Beverly Hills Police Department, El Monte Police Department, El Segundo Police Department,

Irwindale Police Department, Long Beach Police Department, Pomona Police Department, San Gabriel Police Department, and West Covina Police Department.

Additional federal, state, and local partners that are represented on TRAP include the U.S. Department of the Interior (DOI), California Highway Patrol (CHP), Department of Motor Vehicles (DMV), Los Angeles County District Attorney's Office, and the Los Angeles County Probation Department.

There are also 2 representatives from the National Insurance Crime Bureau (NICB).

It is anticipated that the La Verne Police Department, the Vernon Police Department, and the Los Angeles Port Police may join TRAP.

Per the TRAP Memorandum of Understanding (MOU), investigative personnel costs are divided into thirds (1/3 Sheriff's Department, 1/3 LAPD, and 1/3 participating agencies).

Currently, the staffing of participating agencies is less than 1/3. TRAP is making efforts to increase the personnel costs for participating agencies by funding operations and eventually adding a Mid-County Team.

Updates

The following updates were noted:

- The second annual meeting of the TRAP Executive Steering Committee was held. This is tasked with providing oversight of TRAP on behalf of CCJCC.
- There is currently a vacancy with the Sheriff's Department Lieutenant position.
- TRAP has added an accountant from the Sheriff's Department to handle the bookkeeping for TRAP, which is significant due to the amount of money that is involved in TRAP cases.
- There are currently five TRAP teams that cover regions throughout the County of Los Angeles: North, South, Central, East, and West. It is anticipated that a Mid-County team will be added.
- The taskforce has obtained approval for a Paramount Office that is intended to house the Mid-County team.
- TRAP has a catalytic converter repository and is facilitating the exchange of suspect/crime trend information. The MOU for TRAP is to address auto-thefts, not thefts from vehicles, so TRAP cannot take the lead on cases involving thefts of catalytic converters. Nevertheless, TRAP is able to serve as a repository for information on this issue and, given its reach throughout the county, can disseminate information on thefts of catalytic converters.

Statewide and County Auto-Theft Data

The CHP reports that auto-thefts increased statewide by 20% from 2019 (151,244) to 2020 (180,939).

The CHP also reported an increase in auto-thefts within Los Angeles County of 28% from 2020 (14,926) to 2021 (19,158). Note: These numbers are from January through May of each year.

TRAP Data for Fiscal Year 2019-2020 and Fiscal Year 2020-2021

In Fiscal Year 2019-2020, TRAP was responsible for 173 arrests, 214 warrants served, 4 parole/probation (AB 109) searches¹, 134 Vehicle Code Section 2805 business inspections², and 1,241 vehicle recoveries. The value of the recoveries was \$15,258,631.

From July 2020 through May 2021, TRAP was responsible for 144 arrests, 197 warrants served, 2 parole/probation (AB 109) searches, 154 Vehicle Code Section 2805 business inspections, and 2,724 vehicle recoveries. The value of the recoveries was \$27,221,440.

Crime Trends

The following current trends with respect to auto-theft were identified:

- Thefts of catalytic converters. As noted, TRAP has served as a repository for the exchange of information. Lieutenant Hosea also noted that legislation that would require unique markers on each catalytic converter would assist with prosecutions of these cases.
- Thefts of mid-1990's series Honda and Toyota vehicles, Ford and Chevy large trucks, and less expensive Kia and Hyundai models.
- The use of "chop shops" in vehicle theft cases.
- Obtaining vehicles through fraudulent means, such as identify theft, has increased.
- Social media is facilitating more auto-related crimes.
- Sub-leasing and title washing are being used to commit auto-theft. These cases require more investigative resources to address.

¹ TRAP will do parole and probation searches on behalf of other jurisdictions if requested. The focus is on suspects who are involved in auto-theft.

² Vehicle Code (V.C.) Section 2805 allows full-time auto theft investigators to inspect auto dismantling yards, repair and body shops, and other auto dealerships to determine if they are illegally chopping vehicles or are otherwise involved in fraud.

- Keys (FOBS) left in vehicles have been leading to auto-thefts.

Community Outreach / Investigative Support

The following are noted community outreach and investigative support efforts by TRAP:

- Quarterly newsletter
- Public Awareness Pamphlets
- Identity Theft Prevention Alert System (IPAS)³
- Bait Car, Catalytic Converter Bait Car, and “Etch and Catch” Operations
- Business Inspections / Surveillance Operations
- Street Racing Prevention and Education
- Operation Paper Plates / GTA Saturation
- Steering Wheel Locks/VIN Etching/Kill Switches⁴
- Automated License Plate Reader (ALPR vehicles)

Highlights

The following highlights were identified:

- Auto thefts are up approximately 30%. There are several factors for this, but it is surmised to be primarily due to the availability of easy to steal vehicles parked on the streets during the COVID-19 pandemic and the \$0 Bail policy leading to recidivism.
- As noted, TRAP has been heavily involved with countywide efforts to combat catalytic converter thefts. The taskforce has created a repository, facilitated the distribution of information, assisted with “Etch and Catch”, utilized the media, and provided TRAP resources.
- IPAS (Identity Theft Prevention Alert System) has had nearly 200 car dealerships and financial lending institutions opt-in to the program.
- Crime prevention tips have been sent out via news outlets, social media, and crime

³ The Identity Theft Prevention Alert System (IPAS) is an opt-in program for car dealerships. TRAP provides them with information to make them aware of vehicle theft rings operating in the area and alerts them to potential dangers with respect to the use of fraudulent identifications and auto-thefts.

⁴ TRAP distributes anti-theft devices (clubs, or steering wheel locking devices) to law enforcement stations that in turn provide them to members of the community. VIN Etching to Stop Auto Theft (VESAT) is a program in which the Vehicle Identification Number (VIN) is etched into different places on the vehicle. If the vehicle is stolen and the public VIN is switched, law enforcement agencies will still be able to determine the true identification of the vehicle upon recovery. A kill switch program has been implemented to help deter auto-thefts.

bulletins.

- More than 850 anti-theft devices have been given out to the community.

Significant Cases

A few significant cases that TRAP has been involved in were reviewed. These included thefts from auto dealerships, thefts of expensive construction equipment, and stolen vehicles used in illegal drug activity.

TRAP Statistics for 2016 through 2021

TRAP data on arrests, warrants served, 2805 V.C. inspections, and vehicles recovered from 2016 through May 2021 was reviewed. The value of recovered vehicles during those years are as follows:

- 2016: \$12,529,475
- 2017: \$13,495,654
- 2018: \$14,359,978
- 2019: \$12,242,345
- 2020: \$22,728,031
- As of May 2021: \$13,049,977

Budget

TRAP is fully and permanently funded by an assessment attached to vehicle licensing fees (registration fees). It has annual revenues of approximately \$16 million, and its budget is specifically allocated to address auto-theft related crimes (complex cases beyond the resources or capabilities of the local agencies). Any unused funds rollover for use in the following fiscal year.

It is not anticipated that there will be any significant budget issues moving forward for the current fiscal year.

As noted, TRAP expects to add a Mid-County team in this fiscal year.

PowerPoint slides that were used for this presentation have been posted online at <http://ccjcc.lacounty.gov>.

ACTION: The annual report from the TRAP Executive Steering Committee was received and filed.

VI. ADJOURNMENT

The meeting was adjourned at 1:07 p.m.