



# CITY OF CERRITOS<sup>SM</sup>

CIVIC CENTER • 18125 BLOOMFIELD AVENUE  
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130  
PHONE: (562) 860-0311 • CERRITOS.US



## A G E N D A R E P O R T

TO: Honorable Mayor and Members of the City Council

FROM: Art Gallucci, City Manager 

INITIATED BY: Kanna Vancheswaran, Director of Public Works 

DATE: July 14, 2016

SUBJECT: **REVIEW AND CONSIDERATION OF THE CITY'S RED LIGHT CAMERA PROGRAM**

### BACKGROUND

High volume, signalized intersections often experience an increased frequency of traffic violations and preventable collisions, especially broadside collisions. The City of Cerritos utilizes photo enforcement at three intersections in an effort to deter traffic violations and decrease resulting accidents. In 2003, the City Council awarded a contract to Nestor Traffic Systems for the installation, operation and maintenance of red light traffic monitoring systems at the following three intersections (six approaches): Bloomfield Avenue and Artesia Boulevard for northbound and southbound traffic; and eastbound and westbound traffic at South Street and Gridley Road and at South Street and Studebaker Road. These locations were selected by Council in 2001 based on collision data and elevated accident rates for high vehicle volume intersections in the City.

In 2010, American Traffic Solutions Inc. (ATS) purchased Nestor and Council assigned the contract to ATS. As part of the transfer of contract to ATS, the company upgraded the original equipment at the three Cerritos intersections with improved video and photo technology. Periodic technology upgrades reduce the amount of dismissed citations. (Citations are dismissed for a variety of factors, including limited visibility of drivers' faces and license plates on the recorded videos.) Since 2010, staff has determined that approximately 25% of the citable violations are discarded due to the reasons indicated. In previous years, prior to significant upgrades, that percentage was even higher.

### Citation Fees

Fines for moving violations in Cerritos are set by the State of California and are administered by the County of Los Angeles. The fine for red light camera violation citations in the State of California is currently \$477. This bail amount is then split between the State, County and City, with the State and County taking approximately 50% and 17% respectively, and the City receiving approximately 33%, or \$155.13 for each citation collected.

**Cerritos Red Light Camera Program Revenue and Expenses**

In 2015, 3,821 red light violation citations were issued. Assuming that all of those citations were successfully processed, Cerritos will have received \$592,752 in revenue.

As a part of the City’s contract with the Los Angeles County Sheriff’s Department, a deputy reviews and validates each citation. This task translates to an annual cost of approximately \$50,000. In addition, the City currently pays ATS a base fee of \$3,987 per approach per month, which covers a specific number of citations. This amounts to a monthly cost of \$23,922 (\$287,064 annually) for the six approaches utilizing the technology. The City pays ATS for each additional citation above the specified contract amount. In 2015, Cerritos paid ATS a total of \$429,034 for their services from January through December. When combined with the approximate annual cost for the deputy to review and validate each citation, the City’s annual expenses for 2015 were approximately \$479,034.

Staff was recently made aware that other cities such as Ventura and Culver City have recently negotiated more favorable contracts with red light camera vendors. As a result, staff contacted ATS and requested an updated price schedule. ATS provided the following pricing, contingent upon the City extending its contract for an additional five years:

<b>Annual Terms</b>	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>
Camera Volume (1-7 cameras) and specified number of citations	\$3,987	\$3,200	\$2,900	\$2,800	\$2,700
Fee per issued citation (above the specified base amount)	\$77.75	\$68	\$67	\$66	\$65
<b>Monthly Cost</b>	<b>\$23,922</b>	<b>\$19,200</b>	<b>\$17,400</b>	<b>\$16,800</b>	<b>\$16,200</b>

As part of the updated pricing structure, ATS would upgrade all of the existing cameras in the City, which makes the first year’s pricing the same as the current contract. For the remaining years, the City would realize a sizable cost savings over the current contract price, including an annual cost savings of \$56,664 in the second year, \$78,264 in the third year, \$85,464 in the fourth year and \$92,664 in the fifth year. With additional upgrades, the percentage of discarded citations is expected to decrease.

**FINDINGS**

The City has several options regarding the red light camera program. One option is to continue with ATS under the new pricing structure, which includes upgrading all of the existing cameras, thereby reducing the number of dismissed citations, and realizing a sizable cost savings over the next five years. Another option is to request proposals from a variety of red light camera vendors and award a contract based on

the lowest proposed amount. The City could also expand the program based on accident history at additional intersections.

Alternatively, the City could discontinue the program. Some cities have discontinued red light camera programs due to public perception that the systems are strictly a revenue generating strategy. In addition, some believe that red light cameras result in an increase in rear-end accidents, as people may stop suddenly at a red light to avoid getting a ticket. However, many independent studies have shown that red light cameras reduce dangerous broadside collisions, which in turn reduces funding spent on accident response and clean up.

### **RECOMMENDATION**

Staff recommends that the City Council review and discuss the City's red light camera program and direct staff accordingly.



SENT TO CITY COUNCIL  
DATE 7/8/16

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## MEMORANDUM

*cc*  
*K. K...*

TO: Honorable Mayor and Members of the City Council  
FROM: Art Gallucci, City Manager *AG*  
DATE: July 8, 2016  
SUBJECT: **REDISTRIBUTION OF MAY 23, 2016 MEMO**

Attached please find a copy of the memo that was distributed to the City Council on May 23, 2016 regarding *Photo Enforcement Program - Collision and Average Daily Traffic Statistics*.

Please do not hesitate to contact me if you have questions about this information.

pjm  
Attachment

GEORGE RAY  
MAYOR

NARESH SOLANKI  
MAYOR PRO TEM

CAROL K. CHEN  
COUNCILMEMBER

JIM EDWARDS  
COUNCILMEMBER

MARK E. PULIDO  
COUNCILMEMBER



SM

SENT TO CITY COUNCIL  
DATE 5-23-16

## CITY OF CERRITOS

## INTEROFFICE MEMORANDUM

## MEMORANDUM

TO: Art Gallucci, City Manager 

FROM: Kanna Vancheswaran, Director of Public Works 

DATE: May 23, 2016

SUBJECT: Photo Enforcement Program – Collision and Average Daily Traffic Statistics

The City of Cerritos operates a photo enforcement program at three arterial street intersections, namely Bloomfield/Artesia, South/Gridley and South/Studebaker.

Staff periodically compiles accident data at these three locations to gauge the performance of the photo enforcement program. Accident data within reasonable proximity to each location is obtained from the Los Angeles County Sheriff Department personnel who subscribe to the Statewide Integrated Traffic Records System (SWITRS). Accident data for the most recent 5 years showing total collisions as well as broadside and rear-end collisions are shown as Table 1 on attached Exhibit A.

Staff has also compiled the average daily traffic (ADT) at these three intersections. In order to prevent anomalies, a 24-hour ADT is measured over multiple days during the middle of a typical work week. The most recent study was completed in February 2016. The ADT measured in the recent past at these three intersections is presented as Table 2 on attached Exhibit.

/Attachment:

**TABLE 1: Five-year collision history at City's three red-light camera monitored intersections**

	Total			Bloomfield/Artesia			South/Studebaker			South/Gridley		
	Total Collisions	Broadside	Rear End	Total Collisions	Broadside	Rear End	Total Collisions	Broadside	Rear End	Total Collisions	Broadside	Rear End
2010	10	4	6	4	2	1	2	0	3	4	2	2
2011	12	1	3	1	1	1	3	0	1	8	0	1
2012	25	7	7	4	0	3	8	1	0	13	6	4
2013	14	4	6	7	2	3	3	0	1	4	2	2
2014	19	6	7	7	0	2	5	4	3	7	2	2
2015	25	7	9	9	4	3	9	1	3	7	2	3

**TABLE 2: Updated statistics showing average daily traffic counts at City's three red-light camera monitored locations**

INTERSECTION	Average Daily Traffic (# of vehicles)		
	2003	2008	2016
<b>Bloomfield / Artesia</b>	48,623	46,366	47,119
<b>South / Studebaker</b>	58,368	48,664	54,524
<b>South / Gridley</b>	51,796	56,443	51,700



# CITY OF CERRITOS

## INTEROFFICE MEMORANDUM

### MEMORANDUM

TO: Art Gallucci, City Manager

FROM: Hal Arbogast, Director of Public Works  
Kanna Vancheswaran, Assistant City Engineer

DATE: November 25, 2015

SUBJECT: Photo Enforcement Program Update

In a memorandum dated July 19, 2011, (copy attached) staff presented a comprehensive update on the photo enforcement program that is currently in place at three major arterial street intersections in the City of Cerritos.

Staff has compiled accident data at Artesia and Bloomfield, South and Gridley and South and Studebaker from just prior to the commencement of the photo enforcement program in 2003 (Table 1).

Staff has also compiled the financial data associated with payment made to ATS Inc., the contractor responsible for operating and maintaining the photo enforcement equipment, and revenue generated by citations issued (Table 2).

The intent of this memorandum is to provide you with updated information for Tables 1 and 2 (see attached). The data indicated reflect accident statistics through October 2015, and financial data through September 2015.

#### Attachments:

1. Photo Enforcement Program - Memorandum dated July 19, 2011
2. Table 1: Updated Accident Statistics at Photo Enforcement Monitored Intersections
3. Table 2: Updated Financial Performance of Photo Enforcement program

**Table 1: Accident Statistics at City of Cerritos Red Light Camera Monitored Intersections (Updated on November 25, 2015)**

INTERSECTION ACCIDENT DATA	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015*
Accidents @ Bloomfield./Artesia	12	9	15	8	13	9	7	3	2	4	1	4	7	7	9
Accidents @ South/Studebaker	14	8	13	15	14	10	6	2	1	2	3	8	3	5	9
Accidents @ South/Gridley	8	7	10	11	6	7	5	3	4	4	8	13	4	7	7
Accidents @ All Three Intersection	34	24	38	34	33	26	18	8	7	10	12	25	14	19	25



- Unshaded: Accident Data prior to Photo Enforcement Program



- Shaded: Accident Data since Implementation of Photo Enforcement Program

\*

- Data through October 2015

**CITY OF CERRITOS**  
**Table 2: FINANCIAL PERFORMANCE OF RED LIGHT CAMERA SYSTEM (Updated on November 25, 2015)**  
**RED LIGHT CAMERAS LOCATED AT 3 INTERSECTIONS (6 APPROACHES)**

	[A] CITABLE VIOLATIONS	[B] DISCARDED VIOLATIONS	[C = A-B] CITATIONS ISSUED	[D = C/A] % CIT. ISSUED	[E] PAYMENT TO NESTOR/ATS <sup>(1)</sup>	[F] REVENUE <sup>(2)</sup>	[G = F-E] NET	TOTAL COLLISIONS
2001								
2002								34
2003	6301	4653	1648	26.15%	\$287,028	\$241,119	(\$45,909)	24
2004	7276	4527	2749	37.78%	\$287,678	\$402,206	\$114,528	38
2005	6682	3780	2902	43.43%	\$332,071	\$424,592	\$92,521	34
2006	6373	3718	2655	41.66%	\$272,573	\$388,453	\$115,880	33
2007	5971	3507	2464	41.27%	\$324,856	\$360,508	\$35,652	26
2008	2837	1667	1170	41.24%	\$287,028	\$171,183	(\$115,845)	18
2009	2226	841	1385	62.22%	\$287,028	\$202,639	(\$84,389)	8
2010	4627	407	4220	91.20%	\$360,617	\$654,649	\$294,032	7
2011	4467	385	4082	91.38%	\$332,842	\$633,241	\$300,399	10
2012	4690	520	4170	88.91%	\$328,071	\$646,892	\$318,821	12
2013	3809	679	3130	82.17%	\$289,389	\$485,557	\$196,168	25
2014	4900	982	3918	79.96%	\$254,980	\$607,799	\$352,820	14
2015 <sup>4</sup>	4343	1230	3113	71.68%	\$275,279	\$482,920	\$207,641	19
2016								25

INTERSECTION	VOLUME <sup>(3)</sup> Avg. Daily Traffic (# of vehicles)	
	2003	2008
Bloomfield/Artesia	48,623	46,366
South St/Studebaker	58,368	48,664
South St/Gridley	51,796	56,443

KEY CONTRACTUAL TERMS	
1. Compensation	
ATS is paid the greater of the following:	$\left\{ \begin{array}{l} \$23,919/\text{Month} \times 12 = \\ \$77.75/\text{Citation} \times \text{No. of citations} \end{array} \right. = \$287,028$
2. Responsibility	
ATS owns all equipment and is responsible for upgrades, maintenance and repairs of red light camera system	

- (1) Since payments for 2003 were unavailable in City system, calculated amount is based on Nestor/ATS's contractual terms.  
(2) City portion of fine has increased corresponding to fine increases. In 2011 City received \$155.13 per citation that was fully paid.  
(3) Volume of vehicles entering intersection  
(4) Data for 2015 through September 2015



# CITY OF CERRITOS

SENT TO CITY COUNCIL  
DATE 7/21/11

## INTEROFFICE MEMORANDUM

SM TO: Art Gallucci, City Manager 

FROM: Hal Arbogast, Director of Public Works 

INITIATED BY:  Kanna Vancheswaran, Assistant City Engineer  
 Doug Kellam, Management Analyst 

DATE: July 19, 2011

SUBJECT: **Photo Enforcement Program Update**

At a recent City Council meeting, a Councilperson commented on experiencing false flashes at the intersection of Bloomfield Avenue and Artesia Boulevard and requested that staff investigate and correct any issues. The City of Cerritos utilizes photo enforcement at three intersections as an effective and proven traffic control measure to deter traffic violations and decrease resulting accidents. High volume, signalized, intersections often experience an increased frequency of traffic violations that lead to a corresponding increase in preventable collisions, especially broadside collisions that have the greatest potential of resulting in serious injury and/or loss of life for vehicle occupants.

The City's Engineering Division regularly receives collision data from the Sheriff's Department, which is used to evaluate current traffic control measures and provide information as to locations with possible safety issues. Through this collaborative system, several years ago, staff identified three locations in Cerritos with elevated accident rates where the accidents could be traced to red light violations. As a result, in 2003 City Council directed staff to implement a photo enforcement system to enhance traffic safety by monitoring high traffic intersections continuously. Table 1 summarizes accident data prior to and since implementation of photo enforcement.

**Table 1: Accident Statistics at City of Cerritos Red-Light Camera Monitored Intersections**

INTERSECTION ACCIDENT DATA	2001	'02	'03	04	05	06	07	08	09	10	11*
Accidents @ Bloomfield/ Artesia	12	9	15	8	15	9	2	5	2		
Accidents @ South/ Studebaker	14	8	13	15	14	10	6	2		2	0
Accidents @ South/ Gridley	8	7	10		6	7	5	3		2	0
<b>Accidents @ All Three Intersections</b>	<b>34</b>	<b>24</b>	<b>38</b>	<b>34</b>	<b>33</b>	<b>26</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>10</b>	<b>2</b>

- Unshaded: Prior to Photo Enforcement Program
- Shaded: Since implementation of Photo Enforcement Program
- \* - Accident Data - January through May, 2011 only

## **Photo Enforcement Program Update**

July 19, 2011

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In 2003, staff solicited proposals from qualified firms and City Council awarded a contract to Nestor Traffic Systems (NTS) for installing, operating and maintaining photo enforcement systems at three intersections: (north and south approaches for) Bloomfield and Artesia, (east and west approaches for both) South and Gridley, and South and Studebaker. Thus a total of six approaches were equipped with photo enforcement monitoring systems. In 2003, at the inception of the photo enforcement program in Cerritos, NTS incurred approximately \$600,000 in equipment and installation costs for the three intersections. The terms of the contract required that every month the City paid NTS either \$23,919 for monitoring the six approaches, or \$77.75 multiplied by the number of citations issued, whichever is greater.

In 2010, American Traffic Solutions Inc. (ATS) purchased NTS and Council assigned the contract to ATS. As part of the transfer of contract to ATS, the company upgraded the original equipment at these intersections with improved video and photo technology. All terms of the original contract with NTS including the fee structure remain unchanged in the City's current contract with ATS. ATS owns the equipment and is responsible for system maintenance and compliance with State of California laws pertaining to photo enforcement systems at all times.

### **New Photo Enforcement Technology**

The technology behind these systems has evolved since they were first installed. Image resolution and detail have greatly improved. ATS and other photo enforcement companies continue to improve their systems' ability to predict true violations and eliminate false triggers.

The photo enforcement equipment located at each intersection is comprised of in-pavement vehicle detectors, still photo and video cameras, strobe flashlights, recording equipment and wireless transmission equipment. The in-pavement detectors and the cameras use actual vehicle input such as the current rate of speed, anticipated stopping distance, and signal status in order to predict the likelihood of a vehicle committing a red light violation. When feedback prompts the system to anticipate the possibility of a violation, the system is activated. Upon activation the still camera monitoring the approach on which the vehicle is travelling snaps pictures of the vehicle with the associated strobe light flashing concurrently so that images of the vehicle number plate and driver are captured in adequate detail. A second set of images are similarly captured upon the vehicle's driver committing a red light violation and entering the intersection. The video camera, associated with the approach on which the vehicle is travelling, independently records the intersection from the time the detectors are triggered for a preset number of seconds thereby recording the entire potential violation event.

Data associated with each potential violation is electronically "packaged", encrypted and wirelessly transmitted to the ATS data review center. Qualified personnel interface with the State's Department of Motor Vehicles to obtain vehicle registration and driver license information and review each potential violation. Events that are either lacking all necessary data or are "too close to call" are discarded. If an event meets all the requirements for citing, the

## **Photo Enforcement Program Update**

July 19, 2011

Page 3

potential violation is electronically transmitted to the City of Cerritos where sworn Sheriff's Department personnel carefully review each event and confirm that all legal requirements prescribed under the California Motor Vehicle Code are fulfilled before a deputy issues a citation where it is warranted.

### **Photo Enforcement System - False Triggers**

Occasionally, a photo enforcement system is activated and lights flash for no apparent reason, leading observers to conclude that the equipment is malfunctioning. Understanding the activation sequence of the system may help clarify this misunderstanding. Upon activation, a photo enforcement system is designed to take photographs of a vehicle that may be committing a violation. The first image is captured when the vehicle meets predefined criteria necessary to activate the system. The resulting image recorded by the still camera captures the vehicle prior to entering the intersection. If the other criteria for a violation are met, a second image showing the vehicle continuing through the intersection during the red signal phase is captured. If not, the image is erased and no violation is recorded. This explains why at times a vehicle approaching an intersection with a red light may come to a stop before entering the intersection yet trigger the photo enforcement system, causing the flash to discharge.

Other common occurrences that can lead to false system activation and flash discharge include events such as when a driver of a vehicle stops beyond the limit line of the crosswalk, or does not come to a complete stop when making a right turn. Because the system uses electro-magnetic feedback to sense vehicles, large vehicles such as trucks or RVs can also falsely trigger the system. Occasionally, severe weather conditions can falsely activate the system leading to camera activation and discharge of flash lights.

The red light camera systems installed by ATS at each of the three intersections in the City have built-in self diagnostic features which activate between 2 and 3 a.m. each morning. During this period, each device in the system conducts a self-check to verify proper operation. Strobe lights flash during this period without any trigger and cameras perform test recording. Any device failure or system trouble is wirelessly communicated to ATS and is promptly attended to by their technical personnel.

Staff has received occasional citizen inquiries regarding false flashes. In each instance, ATS has responded to staff's request to evaluate the systems to ensure proper functionality. In nearly every instance, ATS has reported that the system components are functioning normally. Due to the limitations of the technology, false triggers are a part of present day photo enforcement systems. Performance data from ATS indicates that on average, 9.7 percent of the total number of activations occurs when no violations are recorded. Reducing the sensitivity of the system to further reduce these activations will prevent the system from functioning accurately.

## **Photo Enforcement Program Update**

July 19, 2011

Page 4

### **Cerritos Photo Enforcement Program – Financial Considerations**

Fines for moving violations in Cerritos are set by the State of California and are administered by the County of Los Angeles. The fine for red-light camera violation citations in the State of California is currently \$477. This bail amount is then split between the State, County and City; with the State and County taking approximately 50% and 17% respectively, and the City of Cerritos receiving approximately 33%, or \$155.13 for each citation collected.

The attached financial table (Table 2) graphically displays the number of citations issued each year (c), the revenues received (f) and the net balance for the City after remitting payment to the City's contractor (g). Between 2003 and 2009, the City of Cerritos averaged approximately \$16,000 in annual net revenue from actual fines received. The City uses the net revenues received to pay for the administrative costs associated with the program. Administrative costs incurred by the City include one deputy who is assigned 4 hours each day to review events before approving the issuance of citations. The other half of the deputy's work schedule is devoted to other law enforcement related assignments in the City.

The number of citable violations has decreased since the inception of the red light photo enforcement program. However, since ATS updated equipment used at the three intersections, the percentage of citations issued in relation to citable violations, has increased significantly. This increase has corresponded to a significant increase in revenue. In 2010, the City received net revenues of approximately \$320,000 from red-light camera violations. Even after accounting for the administrative costs previously discussed, the program is now self-sustaining. Projections for citations in 2011 based upon the number of citations reported through May are comparable to the 2010 figures.

### **CONCLUSION**

The photo enforcement systems in the City of Cerritos have been in operation for more than eight years and the program has helped accomplish its intended goal of improving safety and reinforcing driver awareness of complying with State laws associated with traffic signals. Since the cameras have been in operation, the accident rate at each of these intersections has steadily decreased. Staff believes that most drivers have become aware of photo enforcement systems and the few who have experienced false flashes at these intersections have a reasonable understanding that this occurrence is a function of the system. Financially, the program now appears to be self-sustaining, and any revenues generated from this program can be directed towards additional traffic safety measures and other public safety improvements.

**CITY OF CERRITOS**  
**Table 2: FINANCIAL PERFORMANCE OF RED LIGHT CAMERA SYSTEM**  
**RED LIGHT CAMERAS LOCATED AT 3 INTERSECTIONS (6 APPROACHES)**

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2009	2226	841	1385	62.22%	\$287,028	\$202,639	(\$84,389)	8
2010	4627	407	4220	91.20%	\$335,152	\$654,649	\$319,496	7
2011 <sup>4</sup>	1854	184	1670	90.08%	\$126,366	\$259,067	\$132,702	10
								2

INTERSECTION	VOLUME <sup>(3)</sup> Avg. Daily Traffic (# of vehicles)	
	2003	2008
Bloomfield/Artesia	48,623	46,366
South St/Studebaker	58,368	48,664
South St/Gridley	51,796	56,443

KEY CONTRACTUAL TERMS	
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(1) Since payments for 2003 were unavailable in City system, calculated amount is based on Nestor/ATS's contractual terms.  
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(3) Volume of vehicles entering Intersection  
(4) Data for 2011 through May only

**MINUTES OF A REGULAR MEETING OF THE CERRITOS CITY COUNCIL AND THE SUCCESSOR AGENCY TO THE CERRITOS REDEVELOPMENT AGENCY HELD ON JULY 14, 2016, IN THE COUNCIL CHAMBERS AT CERRITOS CITY HALL, 18125 BLOOMFIELD AVENUE, CERRITOS, CALIFORNIA**

**1. Call to Order**

The meeting was called to order at 7:00 p.m.

**2. Invocation**

The invocation was given by Councilmember Jim Edwards.

**3. Pledge of Allegiance**

The Pledge of Allegiance was led by "The Justice League," a Recreation Services Division Youth Soccer League PeeWee Division team.

**4. Roll Call**

The following members of the City Council/Successor Agency were in attendance:

Council/Agency Member Carol Chen  
Council/Agency Member Jim Edwards  
Council/Agency Member Mark E. Pulido  
Mayor Pro Tem/Vice Chair Naresh Solanki  
Mayor/Chair George Ray

**5. Presentations/Appointments**

Proclamations were presented as follows:

Marjorie M. Rosenberg (100<sup>th</sup> Birthday Celebration)

Delores and Ronald Eveland (50<sup>th</sup> Wedding Anniversary)

Rushabh Doshi (Outstanding Academic Achievements)

**6. Public Comments and Suggestions**

Kerry Bossin spoke regarding budget cuts discussed at the last City Council meeting.

Sarah Ambrose, Community Manager, spoke regarding the Relay for Life event.

Ram Kakkar spoke regarding looping in City facilities.

**9. New and Old Business (continued)**

**9D. (continued)**

**MOTION:** It was moved by Edwards, and seconded by Chen, to:

1. Reject the sole proposal received for construction management multi-prime services; and
2. Authorize City staff to negotiate on the open market for construction management multi-prime services and to return to the City Council for award of contract (COUNCIL).

The motion carried (5 - 0) as follows:

AYES: Chen, Edwards, Pulido, Solanki, Ray  
NOES: None  
ABSENT: None  
ABSTAIN: None

**9E.** Review and consideration of the City's red light camera program (COUNCIL).

A staff report was given by Kanna Vancheswaran, Director of Public Works. Sheriff's Deputy Tim Britt also participated in the staff report. Director Vancheswaran noted that written correspondence was received on this item and copies were available in the Office of the City Clerk.

The Mayor opened public comments.

Jim Lissner spoke in opposition to the red light camera program.

Paul Bellenbaum spoke in opposition to the red light camera program.

Noting there were no other individuals who elected to speak, the Mayor closed public comments.

A motion made by Edwards, and seconded by Chen, to go out to bid on the red light camera program did not pass (2 - 3, Pulido, Solanki, Ray "no") due to lack of majority support.

**MOTION:** It was moved by Solanki, and seconded by Pulido, to terminate the existing red light camera program (COUNCIL).

The motion carried (4 - 1) as follows:

AYES: Chen, Pulido, Solanki, Ray  
NOES: Edwards  
ABSENT: None  
ABSTAIN: None

*A brief PowerPoint was displayed highlighting several City capital projects by Kanna Vancheswaran, Director of Public Works.*