



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Corporate Assets and Strategic Planning Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	October 19, 2015
SUBJECT/REPORT NO:	Extension of Red Light Camera Program (PW15073) - (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Martin White, C.E.T. Manager of Traffic Operations & Engineering (905) 546-424, Extension 4345
SUBMITTED BY:	Gerry Davis, CPA, CMA General Manager Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That approval be granted to continue to operate the Red Light Camera (RLC) Program in Hamilton through to the end of 2021;
- (b) That approval be granted to extend the existing contract or enter into a new contract between the City of Hamilton and the City of Toronto, to undertake centralized municipal processing of RLC offence notices with the costs for the activity to be charged to account 55739-461010;
- (c) That approval be granted to extend the existing agreement or enter into an operational agreement with the Ministry of Transportation of Ontario, with the agreement to define the responsibilities of the City and the Province under the RLC Program and thereby authorizing and permitting the City of Toronto to obtain motor vehicle registration information necessary to lay charges under the RLC Program on behalf of the City of Hamilton, with costs for this activity to be charged to account 55738-461010;
- (d) That Traffipax LLC be awarded the contract for the provision of red light cameras, associated equipment, maintenance and data transfer services for the period 2017-2021, in accordance with the terms and conditions of the Request for Approvals executed by the City of Toronto on behalf of the City of Hamilton and other participating RLC municipalities, with the costs for the equipment rental and servicing to be charged to account 55916-461010;
- (e) That the Mayor and City Clerk be authorized to execute all agreements referred to in subsections (a) through (d), together with all other necessary documents, in a form satisfactory to the City Solicitor and with content satisfactory to the General Manager of Public Works.

EXECUTIVE SUMMARY

The City of Hamilton has been operating Red Light Cameras (RLC's) since November 2000. The intent of the RLC Program is to improve road safety, gain compliance and reduce collisions associated with traffic running red lights.

Studies on the effectiveness of RLC's within Ontario have shown that RLC's provide a reduction in right angle collisions at signalized intersections. Recently completed reviews of collision data within the City of Hamilton at RLC sites indicate an improvement to the safety and efficiency. On average, intersections in the City with RLC's that have been in operation for at least three years have shown an average reduction of 44% of right-angle collisions, and an average reduction of 17% in total collisions. Violation rates have also declined by 49% at sites with RLC's. This indicates that RLC compliance is increasing, resulting in a direct improvement to the safety and efficiency of roadways in Hamilton.

The Council-approved financial structure of the RLC Program within the City diverts any operating surplus from fine revenue directly into other road safety initiatives within the City. This revenue directly funds the Hamilton Strategic Road Safety Program, which is a strategic initiative to improve road safety for all road users including pedestrians, cyclists, and motorists at no impact to the municipal levy. The continued operation of this program is critical to the success of road safety throughout the City.

Since the beginning of the RLC Program, Hamilton has been a member of a municipal partnership to implement the program, jointly procure contractors, reduce effort and costs, share resources and knowledge and co-operate to achieve favourable relationships with stakeholder government agencies. The municipal partnership now includes the cities of Hamilton, Toronto, Ottawa, London and Kingston and the regions of York, Peel, Halton and Waterloo.

A camera contractor supplies, installs and maintains all RLC systems and transfers data for processing. The City of Toronto is contracted to provide a Joint Processing Centre (JPC) on behalf of the municipal partnership. The JPC reviews camera images and lay charges. The Ministry of Transportation of Ontario (MTO) provides vehicle registration information so violation notices can be sent to the registered owner. Each municipality has separate agreements and contracts with the camera contractor, the City of Toronto and the MTO.

The contract with the current camera contractor, Traffipax LLC, expires at the end of 2016. In a joint procurement and on behalf of the municipal partnership, the City of Toronto issued a Request for Proposals (RFP) to obtain a new contractor to operate the cameras after 2016. Hamilton staff were involved in all aspects of the RFP preparation and the evaluation of all proposals. The bidder with the highest evaluation score was Traffipax LLC. They successfully completed the Proof of Performance stage in July 2015 and are deemed to be fully compliant with the terms of the RFP. The financial structure of the RFP requires Hamilton to commit to operate cameras for a five year period starting in 2017.

Therefore, it is recommended that Hamilton continue the RLC Program from 2017-2021 and that Traffipax LLC be the camera contractor for that period. It is also recommended that staff be authorized to renew contracts with the City of Toronto and the Ministry of Transportation of Ontario as they expire.

Alternatives for Consideration – See Page 6

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial:

The RLC Program has been structured to be financially self-sufficient, with a portion of the fine revenue being recovered and used to fund the Hamilton Strategic Road Safety Program.

The financial structure outlined in the RFP is consistent with the existing contract where there are no capital expenditures required by the City. The camera contractor supplies all hardware, builds and maintains the camera sites and transfers data to the processing centre in Toronto. The City is required to enter into a five-year contract with the contractor and pay a daily rental charge for each camera throughout the five year contract. The terms of the RFP include provisions and price schedules required to maintain existing camera locations and expansion of the RLC Program by including additional sites.

The total estimated value of the proposed contract with Traffipax LLC is approximately \$5.8 million. This includes the cost to expand the number of sites over the five year contract. Staff will report details of the program expansion in a subsequent report in 2016.

Other operating costs related to the RLC Program include: (1) processing fees to the City of Toronto to operate a Joint Processing Centre (JPC); (2) fees to Ministry of Transportation of Ontario (MTO) to provide vehicle ownership information; and (3) operating costs the City's Provincial Offences Administration and Municipal Prosecution offices to process violation notices and conduct court trials and dispute resolutions.

In the 14 year period that Hamilton has operated RLC's the program has been revenue positive and covered all of its costs. Staff anticipate this will continue throughout the proposed five year extension of the program, including program expansion, and based on the recommended vendor's proposed pricing.

Staffing:

There are no impacts or requests for staffing at this time.

The current RLC Program is managed by the Traffic Operations and Engineering section within the existing staff compliment. These tasks currently include administering contracts with the camera operator, MTO and the JPC, managing and co-ordinating the construction and maintenance of sites with the contractor and other City staff, representing the City on the Red Light Camera Steering Committee and its associated working groups, choosing new sites, conducting technical and safety evaluations to assess the performance of the program and addressing public and Councillor inquiries.

Legal:

The City entered into a five year contract with Traffipax LLC in 2007, and this contract was extended for an additional five years in 2011. The current contract is scheduled to expire at the end of 2016. It is recommended that the City enter into a new five year contract, with an optional five year extension, with Traffipax LLC based on the terms and conditions outlined in the RFP issued by the City of Toronto.

The processing of all red light camera violations in Ontario will continue to be undertaken at the City of Toronto's processing centre. The existing agreement with the City of Toronto must be amended to include privacy and non-disclosure clauses related to vehicle registration information, as required by the Ministry of Transportation of Ontario. It is recommended that staff be authorized to carry out this new agreement.

As part of processing RLC violations, the MTO provides vehicle ownership information. There is an existing contract between the MTO and the City of Hamilton to allow for the provision of that information to be transferred to the processing centre. It is recommended that staff be authorized to extend this contract when it expires in 2017.

Enforcement of violations continues to be managed through the Provincial Offences Administration (POA) offices for the City of Hamilton. Trained officers review every picture taken by the red light cameras to verify vehicle information and ensure that the vehicle is in violation. Tickets are mailed only in cases where it is clear that the vehicle ran the red light. The registered license plate holder receives the ticket, regardless of who was driving the vehicle. Tickets are typically mailed by the Province within four weeks of the offence. From these filings, the defendant can choose to pay the fine, request an Early Resolution Meeting with a prosecutor and/or request a trial.

HISTORICAL BACKGROUND

The City of Hamilton was one of the original six municipal partners in the Province of Ontario to operate a red light camera since November 2000. The initial implementation consisted of two cameras rotating through eight sites.

The intent of the program is to improve road safety by reducing the incidence of right-angle (T-bone) collisions at traffic signals, which are typically attributed to motorists failing to obey the red light display of the traffic control signals.

The initial implementation of RLC's in Hamilton was through a joint tender undertaken by six municipalities in Ontario, including the Cities of Hamilton, Ottawa, Toronto and the Regional Municipalities of Halton, Peel and Waterloo. The initial contract was structured so that the City installed and owned all infrastructure including the cameras and the contractor was responsible for maintaining the sites, conducting regular rotation of the cameras to various sites and removing the film and delivering it to the City of Toronto for processing.

In 2007, a Request for Proposals was issued for an expansion to the program with Traffipax LLC as the successful bidder. The financial structure with Traffipax LLC is different than the original contract in that it is strictly turnkey and rental, and there is no capital outlay required. Traffipax LLC installs, maintains, delivers, and services all

aspects of the RLC Program and charges a daily rental fee which is based on the performance of their equipment. Compensation is not based on the number of infractions generated.

In 2014, the RLC program within the City expanded to 19 sites under the existing contract with Traffipax LLC, and these locations are currently in operation. Staff will provide recommendations to expand the program from 2017-2021 in a subsequent report later in 2016.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The recommendations in this report support the City of Hamilton's Strategic Priority of "A Prosperous and Healthy Community", specifically to "Improve the City's transportation system to support multi-modal mobility and encourage inter-regional connections", by targeting actions to improve road safety and reduce injuries, and their associated costs.

A minor regulatory change is required to amend the current Highway Traffic Act (HTA) to allow for the new brand of camera equipment. The office of the Ministry of Transportation of Ontario is aware of the need to process this change but until the new Regulation under the HTA is formally amended, the new equipment cannot be used for RLC enforcement. The proposed contract with Traffipax LLC will address this condition.

RELEVANT CONSULTATION

An external consultant was retained by the municipal partnership to assist in the development of the RFP. The City of Toronto purchasing department issued the RFP on behalf of the group, including participation of an external Fairness Monitor.

The following Sections have reviewed this report and are supportive of the report's recommendations:

Dispute Resolution Section and Municipal Prosecutions Section Legal Services Division, City Manager's Office;

Provincial Offences Administration, City Clerk, City Manager's Office;

Procurement Section, Financial Services Division, Corporate Services Department.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The City has been a key partner as part of joint effort of a number of municipalities within Ontario. The City of Hamilton was one of six original municipalities to pilot the RLC Program in Ontario, and since then there has been three other municipalities enter into the program and others in the process of participating.

The City was a key stakeholder on the steering committee for the development of the RFP, which included participation of the Cities of Hamilton, London, Ottawa, Toronto, Kingston and the Regional Municipalities of Halton, Peel, Waterloo, and York. The City took a lead role to retain an external consultant to assist in the development of the RFP, with participation from all members of the steering committee.

The RLC Program is one of many road safety initiatives included in the Hamilton Strategic Road Safety Program. The goal of RLC's is to reduce the incidence of red light running, gain compliance at signalized intersections and operate intersections as safely and efficiently as possible. The occurrence of red light running contributes to right-angle (T-bone) collisions, which tend to be the most severe since they usually involve at least one vehicle travelling very quickly and colliding with another vehicle or pedestrian at a right-angle.

A recent review of collision at RLC locations within the City that have been in operation for at least three years was completed and the results are overwhelming. Based on a review of collision data, right angle collisions on average have declined by 44% from before to after installation. The total number of collisions at specific locations declined by 17% after RLC's were installed.

Staff also reviewed violations that RLC's have generated from the start of the program compared to current operation. It was noted that the average number of daily violations have declined by 49%, or 6.9 violations/day to 3.5 violations/day from the start of the Red Light Camera Program in 2000 to current operation. This indicates that compliance has doubled since the inception of RLC's within the City and is a direct improvement to the safe operation of the road network.

These statistics indicate that RLC's are proving to be an effective tool in improving road safety in the City, and a key component to the Hamilton Strategic Road Safety Program. The success of the RLC Program has also enabled the City to further improve and implement the Hamilton Strategic Road Safety Program, through a portion of revenue recovery. Funding for the Hamilton Strategic Road Safety Program has been directly allocated from the RLC reserve fund, and this has allowed the City to expand on program such as; school zone safety reviews, pedestrian crossing reviews and enhancements, road safety marketing campaigns, enhanced collision management systems, in-service road safety reviews and enhancements, and other studies which are critical to the success of the program.

It is recommended that the RLC program continue.

ALTERNATIVES FOR CONSIDERATION

The RLC Program could be cancelled by not extending or entering into new contracts and agreements. This would negate the opportunity to impact driver behaviour, which includes directly related red light running as well as driver speed and awareness at signalized intersections, thereby reducing collisions.

This would also have major impacts to other road safety initiatives that are being funded by revenue generated by the RLC program. Programs such as the Hamilton Strategic Road Safety Program, ladder crosswalk marking and school zone safety programs would have severe financial impacts without funding from the RLC program.

ALIGNMENT TO THE 2012 – 2015 STRATEGIC PLAN

Strategic Priority #2

Valued & Sustainable Services

WE deliver high quality services that meet citizen needs and expectations, in a cost effective and responsible manner.

Strategic Objective

2.2 Improve the City's approach to engaging and informing citizens and stakeholders.

APPENDICES AND SCHEDULES ATTACHED

None