



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transportation Operations and Maintenance Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 7, 2020
SUBJECT/REPORT NO:	Red Light Camera Program (PW20077) (City Wide)
WARD(S) AFFECTED:	City Wide
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SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

RECOMMENDATIONS

- (a) Pursuant to Procurement Policy By-law 20-205, Policy #11 Non-Competitive Procurements, that the General Manager of Public Works be authorized to negotiate, enter into and execute an amendment to the existing agreement and any ancillary documents for the provision of maintenance, operation and data transfer services of the existing 33 red light cameras with Traffipax LLC, to include:
 - (i) an extension of the agreement until December 31, 2026; and
 - (ii) the conversion of the existing 33 red light camera locations to the new RLC technology in accordance with the principles contained in this Report PW20077, all in a form satisfactory to the City Solicitor.
- (b) That the costs for the equipment rental and servicing under the existing agreement be charged to the Red Light Camera Reserve, account 55916-461010;
- (c) Pursuant to Procurement Policy By-law 20-205, Policy #12 – Cooperative Procurements, that the General Manager of Public Works be authorized to negotiate, enter into and execute an agreement and any ancillary documents for the provision of new radar-equipped red light cameras, associated equipment,

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OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

maintenance and data transfer services for the period of 2021-2027 with Traffipax LLC, in accordance with the terms and conditions of the Request for Approvals executed by the City of Toronto on behalf of the Red Light Camera consortium, all in a form satisfactory to the City Solicitor; and

- (d) That the costs for the new equipment rental and servicing to be charged to the Red Light Camera Reserve, account 55916-461010.

EXECUTIVE SUMMARY

The City of Hamilton has been operating a Red Light Camera (RLC) program since November 2000 as part of the RLC municipal consortium. The intent of the program is to improve road safety by reducing right-angle collisions at traffic signals, which are typically caused by drivers failing to obey the red traffic signal.

Council approval and agreements are in place to continue the RLC program until the end of 2021 with a provision to extend the agreement until the end of 2026. Transportation Operations & Maintenance recommends extending the current agreement for the operation and maintenance of the existing 33 RLC locations.

With new municipalities joining the RLC program and with RLC technology having significantly improved to reduce impacts and costs, the City of Toronto, designated lead for the municipal consortium, began a Request for Proposal process in 2019 to procure a new contractor. As a result of this process, the successful vendor was Traffipax LLC, which is also the current designated vendor for RLC operations.

Based on the cost savings and reduced infrastructure foot print of the new radar based RLC program, Transportation Operations & Maintenance is recommending the City of Hamilton enter into a new agreement with Traffipax LLC for all new RLC locations. Further, it is recommended that Transportation Operations & Maintenance negotiate with Traffipax LLC to convert the existing 33 RLC locations to the new RLC technology.

Alternatives for Consideration – See Page 6

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: All recommendations in this report can be achieved without impact on the municipal tax levy. The RLC program is a safety initiative and the revenues are intended to be utilized to make safety improvements as identified through the Hamilton Strategic Road Safety Program and Vision Zero Action Plan.

The operating costs associated with the current Red Light Camera program is as follows:

- Maintenance and operation of the RLC equipment is approximately \$24,550 per year/per location (\$808,500 annually for all locations) and is conducted by the RLC vendor;
- Processing violations is approximately \$6,250 per year/per location (\$206,250 annually for all locations) and is conducted on the City of Hamilton’s behalf by the City of Toronto;
- Processing licence plate information is approximately \$700 per year/per location (\$23,100 annually for all locations) and is conducted by the Ministry of Transportation of Ontario; and
- Provincial Offences Court administrative costs is approximately \$41,700 per year/per location (\$1,376,100 annually for all locations).

The following charts provide a cost comparison between the two RLC operating systems and costs associated with installing new cameras.

Current RLC Operating System Costs:		
Installation Year	Agreement Year	Daily Cost/Camera
2021	5 (current)	\$183.99
2022	6 (extended)	\$113.48
2023	7 (extended)	\$113.48
2024	8 (extended)	\$113.48
2026	9 (extended)	\$179.18
2027	10 (extended)	\$220.79

Proposed New RLC Operating System Costs:		
Installation Year	Agreement Year	Daily Cost/Camera
2021	1	\$45.75
2022	2	\$67.28
2023	3	\$67.28
2024	4	\$101.74
2026	5	\$123.27
2027	6 & 7	\$113.48

There is a significant cost advantage to using the proposed new RLC program contract when compared to the existing contract. If the City were to install five new RLC locations in 2021 under the current RLC program contract, the cost in 2021 would be \$335,781 (\$183.99/day). Conversely, if five new RLC locations were installed in 2021 under the new RLC program contract, the cost would be approximately \$83,494 (\$45.75/day). Therefore, the cost differential between the current RLC program and proposed RLC program contract is \$252,287.

Staffing: N/A

Legal: Legal is required to review of the agreements that would be required to be executed for Traffipax LLC, City of Toronto and the Ministry of Transportation per the recommendations.

HISTORICAL BACKGROUND

The City has been operating a Red Light Camera (RLC) program since November 2000 as part of a municipal consortium. Under the program, the City of Toronto is designated as the lead municipality on the behalf of the consortium and undertake all administration responsibilities for the operation of the program, which includes developing contracts, proposal reviews and agreement development. Over the past 20 years the RLC program has grown to 33 camera sites operating full time. Locations are attached to Report PW20077 as Appendix “A”.

On October 28, 2015 (Report PW15073) Council approved the extension of the RLC program for the period 2017-2021 and authorized staff to enter an agreement with Traffipax LLC for this period which included the costs to expand the number of sites over the five (5) year term.

In 2019 the City of Toronto issued a request for proposal (RFP) to seek out vendors for new RLC technology which includes provision for radar detection and wireless communications. The RFP was submitted on behalf of the RLC municipal consortium which has been the approved process since the inception of RLC's. In Q2 of 2020, the City of Toronto awarded a contract for the new RLC system to Traffipax LLC (who is also the vendor for the existing system).

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

There are no implications to current policies or changes to current legislation required to add Red Light Camera sites in Hamilton.

RELEVANT CONSULTATION

Procurement has identified that report PW20077 is requesting approval to partner onto the procurement process and agreement undertaken by the City of Toronto for the implementation of a new RLC system and Procurement. The City of Hamilton is a member of the RLC municipal consortium but was not involved in vetting documents or contracts issued by the City of Toronto.

Through consultation with Legal and Procurement, the execution of contracts related to the RLC program falls within the requirements of Procurement Policy By-law 20-205, Policy #12 – Cooperative Procurements and therefore why it is recommended to

procure services from the same vendor that was chosen in the cooperative process completed by the City of Toronto on behalf of the municipal consortium. This procurement strategy has been used since the inception of the RLC program in Hamilton.

ANALYSIS AND RATIONALE FOR RECOMMENDATIONS

Red light running is a major cause of angle collisions, which are one of the most severe collision types and often results in serious injuries. A review of the City's most recent five years of collision data (2015 to 2019) showed that City-wide, an average of 500 right-angle collisions occurred per year at signalized intersections and an average of 167 of these collisions resulted in injuries.

The RLC program improves road safety by reducing right-angle collisions at traffic signals, which are typically caused by drivers failing to obey the red traffic signal. As reported in the 2018 Annual Collision report, an evaluation of data between 2016 and 2018, identified that for all existing RLC locations, right angle collisions were reduced by 53% and injury/fatal collisions reduced by 69% compared to the previous three years prior to RLC operations.

The RLC program has been a financially self-sufficient program since its inception in 2000 and the RLC Reserve has funded traffic safety initiatives throughout the City of Hamilton. These improvements are implemented through the Hamilton Strategic Road Safety Program and Vision Zero Action Plan.

The City currently has an agreement in place with Traffipax LLC that runs to the end of 2021. This agreement operates the current 33 locations and consists of older technology that has changed minimally since the program was implemented in 2000. Under the current system, the RLC infrastructure includes a camera and flash hosted on two poles, loop detectors in the roadway and requires the RLC vendor to visit each location regularly to download violation images/data and transport the information to the City of Toronto Joint Processing Center. The existing agreement has a provision to extend it an additional 5 years to the end of 2026. In order to maintain the operation of the 33 RLC locations, in the current cost model, the existing agreement must be extended otherwise the vendor will remove the RLC equipment at the end of the term of the agreement in 2021.

Due to new municipalities planning to join the RLC program/RLC municipal consortium and the significant advancement of RLC technology which uses radar and communications that lowers operating costs and increases the flexibility of site selection, the City of Toronto issued a request for proposal (RFP). The RFP was submitted on behalf of the new joining municipal members and the existing RLC municipal consortium. The successful vendor through this process was Traffipax LLC, who is also the vendor for the existing system. The new system operates on radar/video

which reduces the infrastructure footprint requiring only one pole and no roadway loops. In addition, a secured network communication to each location permits violations to be uploaded remotely, rather than having the vendor physically visit each location. As a result of these advantages the new RLC system is significantly less costly to operate. Transportation Operations & Maintenance recommends that the City enter into a new agreement to take advantage of the benefits for all new RLC installations.

Further, it is recommended that Transportation Operations and Maintenance convert all 33 existing RLC locations to the new RLC technology to take advantage of the operational/contractual savings.

ALTERNATIVES FOR CONSIDERATION

Council could choose not to extend the current agreement with Traffipax LLC in order to maintain the existing 33 locations and allow the agreement to expire in 2021. This alternative is not recommended as it would result in the removal of the existing 33 locations, a potential loss of the proven safety benefits at these locations and loss of financial contributions to the RLC reserve.

Council could choose to not support entering into a new agreement for the new RLC system and rather extend the current system for maintaining existing locations and installation of new locations. Under this scenario, the program would continue to run under the current RLC agreement that is less flexible and more costly, and as a result this alternative is not recommended.

Council could choose to not extend the current agreement with Traffipax LLC and enter into a new agreement for the new RLC system to take advantage of the operating savings for all existing RLC locations and new locations. This is not recommended because all 33 existing locations could not be converted to the new RLC system prior to the end of the current contract (2021) which would result in an operational gap for the City's RLC program.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

Economic Prosperity and Growth

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

Healthy and Safe Communities

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

Built Environment and Infrastructure

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW20077 – Existing Red Light Camera Locations