



City of Hamilton Report for Consideration

To: Chair and Members
Public Works Committee

Date: April 7, 2025

Report No: PW25022

Subject/Title: Centralized Municipal Processing Centre Agreement
for the Red Light Camera Program

Ward(s) Affected: City Wide

Recommendations

That the General Manager, Public Works, or their designate, **BE APPROVED** and **BE DIRECTED** to enter into and/or extend the appropriate agreements with the City of Toronto for the continuation of the Red Light Camera program including use of the City of Toronto's Centralized Municipal Processing Centre.

Key Facts

- The City of Hamilton has operated a Red Light Camera program since 2000, with 52 approved locations and a mandate for annual expansion under the Vision Zero Action Plan 2019-2025.
- Red light camera violations have been processed at Toronto's Centralized Municipal Processing Centre, continuously since 2000 when the City of Hamilton's Red Light Camera program was first established with charges administered under the *Provincial Offences Act*.
- In 2022, Ontario Regulation 355/22 enabled the use of an administrative penalty process for red light camera violations, requiring a new agreement between partnering municipalities in order to continue using the Centralized Municipal Processing Centre with the City of Toronto.
- The new agreement between Hamilton and Toronto (and its partnering municipalities), replaces the existing one, allowing administrative penalty processing while maintaining current service levels and cost-sharing.
- The continued operation of this program is critical to the success of road safety throughout the City of Hamilton.

Financial Considerations

There are no financial implications regarding the recommendations in this report.

Background

The City of Hamilton has been operating a Red Light Camera program since 2000 as one of the original six municipal partners in Ontario to implement this technology to enhance roadway safety. There are 52 approved operating locations in the City of Hamilton, and the Council-approved Vision Zero Action Plan 2019-2025 mandates annual program expansion by adding at least five new locations, focusing on high-collision intersections.

Red light running is a major contributor to angle collisions, one of the most severe collision types, often resulting in serious injuries. As noted in Report PW23029, an evaluation of collision data indicates that Hamilton's Red Light Camera program reduces right-angle collisions by 49 percent and injury or fatal collisions by 41 percent at intersections where they are installed.

Since 2000, red light camera contraventions have been processed at the Centralized Municipal Processing Centre, operated by the City of Toronto on behalf of designated partnering municipalities, including the City of Hamilton. Charges related to these infractions are processed under the *Provincial Offences Act*.

The Centralized Municipal Processing Centre is authorized by Toronto City Council to handle Red Light Camera program related contraventions under the *Highway Traffic Act*, R.S.O. 1990. This process was formalized through agreements between the City of Toronto and its partnering municipalities, outlining levels of service, roles and responsibilities, and cost-sharing arrangements for staffing, office space, hardware, software, and other equipment or asset costs. The City of Hamilton and the City of Toronto entered into an amended Centralized Municipal Processing Centre Agreement for the Red Light Camera Program on May 8, 2020, which was signed by the Mayor and City Clerk pursuant to Report PW15073.

Red Light Camera contraventions have traditionally been administered by the Provincial Offences Administration. However, in 2022, the Province of Ontario enacted Ontario Regulation 355/22: Administrative Penalties for Contraventions Detected Using Camera Systems under the *Highway Traffic Act*, enabling municipalities to use an administrative penalty process for contraventions captured by Red Light Camera programs.

To enable municipalities to use the administrative penalty process for red light camera contraventions, Toronto City Council authorized the City of Toronto to negotiate, enter into, and execute a new agreement with partnering municipalities. This agreement governs administrative penalty contravention processing and the cost-sharing of expenses related to the Centralized Municipal Processing Centre. The participating municipalities include Hamilton, Sudbury, Ottawa, Brantford, Guelph, Kingston, London, Windsor, the Region of Durham, the Region of Halton, the Region of Peel, the Region of

Waterloo, the Region of York, and two new partner municipalities: the Region of Niagara and the Town of Innisfil.

Analysis

In order to continue operating the City of Hamilton's Red Light Camera program, specifically the processing of contraventions through the City of Toronto's Centralized Municipal Processing Centre, a new agreement must be established between the City of Hamilton and the City of Toronto. This agreement would replace the existing one; notably, failure to enter into the new agreement would mean that the City of Hamilton would be unable to process Red Light Camera contraventions under its program.

The term of the agreement would begin on the effective date and expire on the earlier of either the expiry date or the date of termination, in accordance with its terms. The expiry date is defined as May 7, 2027, or, if the original term is extended, the final date of the extended term. The agreement automatically renews for successive one-year periods under the same terms and conditions unless either the City of Hamilton or the City of Toronto provides written notice at least 90 days before the expiration date, stating its intention not to renew.

There is minimal difference between the current agreement and the new agreement, as the primary change is the incorporation of language allowing municipalities to use the administrative penalty process for Red Light Camera contraventions, which is not included in the existing agreement. Levels of service and cost-sharing remain unchanged.

In 2023, the Planning and Economic Development Department, along with the Legal and Public Works Department, conducted an analysis with the support of a consultant to assess the considerations and impacts of transitioning Red Light Camera and Automated Speed Enforcement contraventions to the administrative penalty process. A recommendation report on this transition is expected to be brought forward in Q3/Q4 of 2025.

Legal Services has reviewed the new Centralized Municipal Processing Centre agreement in its entirety and have provided input on the content of Report PW25022 and its recommendations.

Alternatives

There are no identified alternatives regarding the recommendations in this report.

Relationship to Council Strategic Priorities

The recommendations in this report are in direct alignment with Council Priority 2: Safe & Thriving Neighbourhoods, Outcome 2: Make sure people can safely and efficiently move around by foot, bike, transit or car. The continued use of the Automated Traffic

Enforcement program aids in supporting safe vehicle speeds and meeting the goals and objectives of the City's Vision Zero (2019-2025) Action Plan.

Previous Reports Submitted

- [PW15073 Extension of Red Light Camera Program](#), Public Works Committee, October 19, 2015

Consultation

The following key stakeholders have been consulted with respect to the development and content of this report:

- Daniell Bartley, Solicitor, Legal and Risk Management Services, Corporate Services Department

Appendices and Schedules Attached

N/A

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