



The Corporation of the Town of Milton

Report To: Council

From: Diana Jiona, Director, Infrastructure
Meaghan Reid, Director, Legislative & Legal Services/Town Clerk

Date: March 17, 2025

Report No: COMS-001-25

Subject: Automated Speed Enforcement (ASE) Project Status Update

Recommendation: **THAT Council authorize staff to proceed with the steps necessary to implement a pilot Automated Speed Enforcement (ASE) program, as outlined in this report;**

THAT Council authorize staff to enter into an agreement with the City of Toronto Joint Processing Center (JPC), for the processing of all ASE penalty orders (tickets) under the Administrative Penalty System;

THAT Council authorize staff to enter into an agreement with the City of Toronto JPC Camera Vendor for the leasing, installation, and operation of two ASE cameras;

THAT a budget increase in the amount of \$805,084 be approved within capital project C40013225, funded from the Project Variance Account;

THAT staff be directed to bring forward any necessary by-law amendments for consideration at a future Council meeting;

AND THAT the Mayor and Clerk be authorized to execute any necessary agreements with The City of Toronto JPC, the City of Toronto JPC Camera Vendor, the Ministry of Transportation (MTO), the Ministry of the Attorney General (MAG), and any other government agency that may be required to implement an ASE program;

EXECUTIVE SUMMARY

- This report provides background information on ASE and an outline of next steps to achieve an anticipated go-live date of Q1/Q2 2026.
- Bill 65 authorizes municipalities to use ASE, also known as photo radar, to improve traffic safety in designated Community Safety Zones (CSZ) and School Zones.
- Implementing ASE is a road safety tool, with the goal of impacting driver behaviour in a positive way, to mitigate speeding and increase the safety of all road users.
- This is a follow up to report [COMS-006-24](#) where staff indicated that a “turnkey” solution would be explored and a Request For Information (RFI) would be released to the open market.
- Due to capacity restrictions at the only Joint Processing Centre (JPC) in operation at the time of the initial staff report, “turnkey” solutions were being explored, however the situation has changed, and the Toronto JPC now has capacity to manage ASE requirements in Milton.
- There are no “turnkey” solutions available at this time that meet the needs of Milton.
- To implement ASE, staff recommend a 4 -year pilot program with the Toronto JPC. The Town of Milton will be required to enter into several agreements (processing center agreement, camera vendor, MTO, MAG) and will require traffic by-law updates, signage installation, and advance notice to the public.
- Implementation of ASE is expected to require a one-time cost of approximately \$70,000; ongoing annual costs of the program are anticipated to be in the range of \$2.0 million which are expected to be recovered through ticket revenue received.

REPORT

Background

Automated Speed Enforcement (ASE) is a technology-based safety tool intended to address speeding and to supplement traditional speed enforcement. On May 30, 2017, the Province of Ontario passed Bill 65, the Safer School Zone Act. Bill 65 authorizes municipalities to use ASE, also known as photo radar, to improve traffic safety. The Bill allows municipalities to use ASE only in designated CSZs and School Zones. An ASE system captures and records images of vehicles travelling more than the posted speed limit in school zones and CSZs with tickets issued to the registered plate holder regardless of who was driving. As a result, this will result in a monetary fine, but no demerit points will be applied to the vehicle operator.

ASE is the third phase of the APS Program Expansion, as identified in Staff Report [CORS-011-24](#).

Where Can ASE Be Utilized in Milton

Background

Under the Highway Traffic Act, Council may, via by-law, designate a part of a road under its jurisdiction as a CSZ. A CSZ is an area identified as a road segment of higher risk or concern. Certain Highway Traffic Act fines (including speeding) are doubled in CSZs. CSZs may only be implemented at the following locations:

- Elementary or secondary schools
- Senior centres and residences
- Community playgrounds
- High pedestrian traffic locations
- Community Centres
- Hospitals

There are currently 18 designated CSZs in Milton, as shown in Appendix I of this report. Currently the Town has reduced speed limits, during entrance, dismissal and nutrition break times, at schools across Milton. These reduced speed limit times are indicated using “School Zone Flashers” - i.e. speed limits are reduced when flashers are on. Several of the areas within these reduced speed zones are also CSZs, but not all.

Currently in Ontario, the following options exist to implement ASE:

- Partner with a Joint Processing Center (JPC)
- Engage with AMO/LAS for ASE implementation
- Engage a third-party vendor for a “turnkey” ASE solution
- Open a new processing center within the municipality

Within Halton Region, all other local municipalities have either entered into an agreement with the Toronto JPC already (Halton Hills and Oakville) or have council approval to enter into an agreement with the Toronto JPC (City of Burlington).

Fundamentally, implementing ASE is a road safety tool, with the goal of impacting driver behaviour in a positive way, to mitigate speeding and increase the safety of all road users.

Discussion

Further to Staff Report [COMS-006-24](#), a request for information (RFI) was issued to the open market regarding a third party “turn key” solution to ASE. The following summarizes the key findings of this RFI:

- Six responses were received

Discussion

- Solutions are not turnkey - a third-party vendor cannot employ a Provincial Offenses Officer (POO), this must be an employee of a municipality
- There is ambiguity surrounding cost sharing agreements and revenue generation – options exist for percentage share or daily fee pricing models; details were not available through the RFI process
- Of the six RFI responses, four vendors may be able to implement a “turnkey” solution, however there are a lot of unknowns regarding the feasibility of the implementation, technology requirements, and the cost sharing model
- It has been difficult to obtain feedback from municipalities who have engaged a third-party vendor for ASE implementation

In addition to the RFI, staff have had several discussions with the municipalities of Toronto, Brampton, and Ottawa, regarding their Processing Centers, and their ability to process ASE penalty orders for the Town of Milton. The following summarizes these findings:

(a) City of Toronto

- Capacity to process up to 40,000 ASE tickets a year (with potential option to expand)
- Uses the Administrative Penalties System (APS)
- Shared a template JPC agreement with the Town of Milton
- Over 20 years experience running a JPC for red light camera tickets.
- Processing ASE tickets for almost 5 years
- Current agreement with camera vendor expires in July 2029

(b) City of Brampton

- Capacity to process more than 40,000 ASE tickets a year
- Uses the APS system
- Has not yet been able to share a template JPC agreement with the Town of Milton
- JPC has been in operation since September 2024, and has not yet processed tickets for other municipalities
- Current agreement with camera vendor is in the first year of a long-term contract

(c) City of Ottawa

- Capacity to process more than 40,000 ASE tickets a year
- Using the Provincial Offenses Act (POA) system with the goal of having APS in place at some point in Q4 2025
- Working towards being able to have other municipalities join their JPC in Q2 2025
- JPC in operation since February 2024 and has not yet processed tickets for other municipalities
- Current agreement with camera vendor is in the first year of a 10-year long term contract

Discussion

In addition, staff have reviewed the comprehensive report completed by the City of Brantford, on the options available for ASE implementation in Ontario, and their decision to move forward with the City of Brampton JPC ([City of Brantford Council Report](#)). Staff have also discussed ASE Implementation Plans with the other local municipalities in Halton Region; all local municipalities within Halton are either already engaged with the Toronto JPC, or plan to be within the next year.

As a result of both the RFI and the discussions with the cities of Toronto, Brampton, and Ottawa, staff recommend proceeding with a pilot ASE program with the Toronto JPC, for a four-year term that would align with the current term of Toronto's agreement with their camera vendor. This recommendation is supported by the following:

- JPC has been in operation for 20 years (for red light camera infractions), since 2020 for ASE processing, and is well established
- JPC is the only one in the province currently processing ASE tickets for other municipalities, using APS
- Capacity to process 40,000 penalties annually for Milton
- The existing camera vendor contract expires in 2029, aligning well with a proposed pilot term for ASE in Milton
- Template agreements have been shared with the Town
- The turnkey solution from third party vendors is relatively new in Ontario, and the RFI did not yield concrete details regarding cost sharing
- The Provincial Offences Officer (POO) (required to issue an ASE penalty) must be employed by a municipality - rendering the "turnkey" solutions not truly "turnkey"; with the JPC approach, the POO is employed by the municipality running the JPC (i.e. City of Toronto).

Staff would report to Council during the final year of the pilot, with a recommendation on how to proceed with ASE for the long term, as long-term operational needs should be fully understood at the end of the pilot program.

Next Steps:

To implement a pilot ASE program in Milton, there are several steps that need to be completed including but not limited to: data collection, review of agreements, privacy impact assessment, integration with existing software, communications plan, site selection, signage, etc.. Next steps and estimated timelines are included in Appendix II.

Based on workload associated with next steps, staff are anticipating a go-live date in Q1/Q2 2026 however timelines are subject to change based on status of agreement negotiations, third party vendor availability and testing of the different components.

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It is recommended that two mobile cameras be installed for the pilot program. These mobile units would be in place for a period of no less than four months, before being rotated to another location. Staff will work to confirm the site rotations, in consultation with the camera vendor and based on speed data for the Community Safety Zones and School Zone areas in Milton.

As part of the first year tasks for the ASE pilot program, staff will work to confirm the best way forward in terms of establishing CSZs along the frontage of all schools in Milton, and what that will mean in terms of signage and speed limit modifications. At this time, it is not possible to operate ASE in areas where school zone flashers are in use/speed limits are reduced only during certain times of day. The work to confirm implementation sites will also need to consider those areas that have traffic calming implemented - based on a canvass of municipal partners and Ontario Traffic Council discussions, it is not generally recommended to implement ASE in areas where traffic calming (i.e. speed cushions) are in effect

It should be noted that there may be opportunity to expand the number of cameras during the pilot program, however staff are recommending starting with two (2) mobile cameras, for a minimum period of one year from the date of activation. Prior to expanding the number of cameras in operation, staff would confirm additional capacity with the Toronto JPC and seek Council approval regarding any associated budget amendments as required.

It must be noted that there are risks associated with almost every step of the implementation plan as not all factors are in the direct control of staff. Staff will provide an update to Council on the progress of the implementation plan in early Q4 2025.

Resource Requirements:

Based on next steps, it is anticipated that additional staff resources will be required during the pilot program in Legal & Legislative Services (Screening Officers, Hearing Officer) and in Infrastructure (Traffic Technician). Funding for these contract positions are included in the capital program.

Program Costs:

To enter into the ASE program, it is anticipated that the Town will incur a cost of approximately \$70,000 which represent a one-time fee to the Toronto JPC, legal support, updates to the Town's ticketing software, and initial set up of the two cameras.

The annual ongoing costs of the program include both a fixed cost component as well as costs that will vary depending on the number of violations and appeals. The fixed costs

Discussion

include camera lease fees, software licensing, staffing, signage, advertising and postage. The variable costs include MTO licence plate look up fees, fees to the Toronto JPC, software ticket issuance costs and hearing officer costs. It is currently estimated that the ongoing annual costs of the program may be in the range of \$2.0 million which is expected to be recovered through ticket revenues.

Financial Impact

The 2025 capital budget provides for funding in the amount of \$467,432 for the pilot implementation of ASE through capital project C40013225 - ASE Turnkey Solution. A further \$805,084 in funding is included in the 2026/27 capital forecast for a total project cost of \$1,272,516.

With the information known to date it is expected that there will be approximately \$630,000 in costs incurred in the ASE program in 2025. This includes both one-time costs as well as ongoing fixed and variable costs. While the ongoing costs are expected to be largely offset by ticket revenues once the program is established, in the first year of implementation the revenues will not yet be fully realized.

Staff recommend advancing the \$805,084 in ASE funding from the capital forecast into the 2025 capital project. This approach would result in no net impact on the overall 10 year capital forecast (as the forecast would be reduced in the development of the 2026 budget) but would ensure that sufficient funding is provided in 2025 for the initial implementation of the ASE program. The budget increase would be initially funded by the Project Variance Account but it is expected that a portion of this funding will be replaced by ticket revenues as the program becomes operational. Any changes in funding source will be reported to Council through the capital variance review process.

Throughout the pilot staff will monitor the costs and revenues of the ASE program within the capital project. This will inform the long-term operating impacts of the program that will be reported back to Council towards the end of the pilot.

Respectfully submitted,



Doug Sampano
Commissioner, Community Services

Kristene Scott
Commissioner, Corporate Services

For questions, please contact: Diana Jiona, Director
Infrastructure

Phone: Ext. 2513

Attachments

Appendix I - Community Safety Zone Map

Appendix II - Next Steps for ASE Implementation

Approved by CAO
Andrew M. Siltala
Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.