



Report

Subject: Update on Automated Speed Enforcement (ASE)

Department: Infrastructure Services

Division: Transportation and Development

Report #: INS-2025-036

Meeting Date: 2025-08-11

Recommendations

That report INS-2025-036, Update on Automated Speed Enforcement (ASE), be received;

That Staff be authorized to prepare and execute agreements with LAS and their partners to use the LAS Automated Speed Enforcement Service for automated speed enforcement (ASE) on terms generally set out in this staff report;

That Staff be authorized to prepare and execute an agreement with the Ministry of Transportation (MTO) and Ministry of the Attorney General (MAG) for automated speed enforcement agreements on terms generally as set out in this staff report;

That Staff be directed to begin the ASE program on a trial basis for a period of 2 years from the launch/implementation of the program;

That Staff be authorized to execute an agreement with LAS and to develop an Administrative Penalties (AP) for camera-based infractions program and supporting policies with a goal of implementation by March 1, 2026;

That all operating costs associated with the ASE program be funded from related ASE fine revenue; and,

That the Town of Orangeville establish a Road Safety Reserve and transfer any incremental revenue generated in excess of ASE operating costs to the Road Safety Reserve to be used to fund future road safety and traffic calming initiatives.

Overview

The additional information contained in the is report is in support of previous Council Report No.INS-2025-012 (Automated Speed Enforcement-ASE) submitted for consideration at the March 24th, 2025, Council meeting and includes additional

information as it relates to the ASE program including updated timelines for implementation should Council endorse Staff's recommendations.

This report also seeks Council authorization to enter into agreements with LAS and its program partners as a preferred provider for ASE camera/speed enforcement services and to enter into agreements with the Ministry of Transportation, Ontario and the Ministry of the Attorney General so that the program may be governed through the Administrative Penalty Process.

This report further recommends the implementation of a Road Safety Reserve so that any revenues generated beyond what is required to cover operational expense be used to fund road safety and traffic calming initiatives. If approved, this reserve would be established as part of the implementation of the ASE program.

Background

At its meeting on March 24, 2025, Council received Report No. INS-2025-012, Automated Speed Enforcement (ASE) from Staff outlining the fundamentals of Automated Speed Enforcement (ASE) and administrative penalties for camera-based infractions with the following recommendations:

That Council direct Staff to investigate the Automated Speed Enforcement program offered through the Association of Ontario Municipalities' (AMO) Local Authority Services (LAS) for the purpose of bringing back a further report with recommendations for implementation; and

That Council direct staff to develop and bring back details of Road Safety Program initiatives for Council approval in advance of the 2026 budget. Should outline the history and key background information to assist Council with understanding why the report is coming before Council.

Since the report was brought to Council on March 24, Staff have taken the following steps as outlined in the ASE Service Start-up Checklist. Please note that this checklist is not attached to this report as it is proprietary and the developers did not want it made public.

- Provide a Letter of Understanding to LAS indicating interest in obtaining more information with the intent of participating in the ASE program offered.
- Identified roadways that would benefit from ASE road safety program (Alder Street and Spencer Avenue).
- Completed a volume and speed study.
- Obtained additional information from LAS as it relates to costing to establish the program.

- Worked with other Divisions to establish staffing needs and a process for implementation including the Clerks Division and Treasury for administration and Treasury for establishing a Road and Traffic Safety Reserve.
- Fund active transportation initiatives.

Details of the reserve and road and traffic program will be established and further information brought back to Council for comment and endorsement during the 2026 budget process.

Analysis/Current Situation

Since the report was brought to Council on March 24, 2025, LAS has confirmed that they have engaged with joint processing centers (JPC) for the municipal ASE program. This JPC will also be processing or administering the Town's violations through this program. In order to be ready to undertake and engage the JPC, the Town of Orangeville will be expected to establish and complete the following:

1. **Sign a processing centre agreement:** This will outline the cost per ticket for the processing service. The current processing cost under the LAS ASE Service is \$12.50/ticket. This cost is less than other processing centers in the province that charge approximately \$20/ticket since the LAS Service operates on a cost recovery basis. This number is reviewed annually and adjusted to reflect the actual costs (higher or lower) of processing tickets. The contract will also outline the length of term (expected to be 2 years with options to extend), options for leaving the contract, the number of cameras and volume of tickets that can be supported during the term of the contract.
2. **Sign a camera leasing agreement:** This will outline the costs associated with deploying the necessary camera technology. Staff recommend 2 cameras at the start and as recommended in the initial report. Once processes are refined and the processing centre capacity is available, additional cameras could be added. The cost for leasing 1 camera per month is outlined in Table 2 below. Additional peripheral costs contained within the agreement such as signage, moving the camera etc. are expected to be less than an additional \$15,000.
3. **Execute an agreement with the Ministry of the Attorney General (MAG)** to allow for AP collections and default fines as defined. This agreement will outline reporting responsibilities, prescribed fines and other charges and must be in place before entering into the agreement with MTO.
4. **Sign agreement with Ministry of Transportation (MTO):** An agreement with the MTO is required so that the Joint Processing Centre (JPC) can officially access the Ministry's information database known as Authorized Requester Information Services (ARIS) on behalf of the Town. This allows the JPC to conduct license plate "look ups" required for issuing citations. The agreement will stipulate a per-

look up cost that is remitted to MTO. The MTO has two different ARIS fee structures depending on the adjudication system selected.

Under a POA system, the municipality would have to pay \$1.08 per lookup to the MTO (billed annually in the spring). This cost is a 'sunk cost' in that the Town is responsible to pay and it cannot be passed on to the offender. Under an AP system, the fee is \$8.25 per lookup. This fee is recovered by including it on the penalty notice to the offender – in this case the offender pays it to the municipality who then would remit it to the MTO when the MTO bill is received in the spring.

Note: that only those significant events that are on the critical path are noted above. There are additional tasks that may be done concurrently with those shown above.

In addition, Staff will be required to create an Administrative Penalty (AP) Bylaw for ASE. A similar bylaw for parking and other bylaws is being presented to Council for their consideration on August 11 after being reviewed at the Public Council Meeting on June 23, 2025. The AP Bylaw required for ASE would be in addition to that yet similar in nature while specifically structured for speed enforcement.

Road Safety Program Reserve

It is imperative to note that although municipalities are seeing positive net revenues from ASE programs, the primary purpose is not revenue generation but rather community safety which aligns with the Town's Strategic Goals and Objectives to establish and maintain community vitality by ensuring safe roads through communities.

Should revenues be generated beyond what is required to operate the ASE program, additional proceeds could be used to fund:

- education and advertising
- additional crossing guards in warranted areas
- pedestrian crossovers such as PXO as warranted and justified
- further studies to implement road safety
- Transit safety initiatives
- Traffic calming measures such as horizontal speed calmers or chicanes and centreline speed markers
- Safety aspects for all road users in road reconstruction initiatives (realignment, bike lanes, sidewalks, etc.)

Resource Requirements

Screening officer and a hearing officer:

Similar to process for parking and other bylaws, the services of screening and hearing officers are required for the dispute of tickets under the ASE AP model. The ASE

legislation confirms that the screening officer can be an employee of the municipality (and can have other roles within the municipality). This person is internally trained.

The hearing officer must be a different person from the screening officer (and different from the Provincial Offenses Officer which processes tickets) and this can be an external person appointed by the municipality like a justice of the peace who would work on a contract for a certain number of hours. These individuals can offer their services virtually, in person or over the phone and to a set schedule. Note that the Clerks division has a 0.5 FTE currently in place for the screening officer role within their division and is undertaking appropriate procurement for contracting an external Hearing Officer. Hypothetically, these can be the same people who would take care of ASE infractions. However, the capacity will need to be reviewed for the volume added by these two additional programs.

Note: It is highly recommended that both the screening and hearing officers attend a ½ day virtual training offered by the MTO prior to deployment.

Other works Associated with the ASE Program:

In addition to the high-level steps outlined above that are required for the development of the AP model, the following must also be completed:

- Reporting requirements to MAG and MTO (e.g. ticket lifecycle information, incident/accident rate changes, ticket volume, and revenue information).
- Development of a case-management system capable of reporting on the necessary elements for MAG and MTO.
- Remittances to MAG (Victim surcharge) and MTO (ARIS look-up fees).
- Accounting procedures to ensure the remittances are delivered to the correct authority (such as MAG) at the required time and for the correct amounts.
- Training plans for hearing and screening officers.
- Self-scheduling and payment platform for remitting fines or selecting adjudication options.
- Community Safety Zone and School Zone Policy update and by-law consolidation.
- Field work to ensure all signage matches the by-laws.
- Traffic and speed counts at community safety zones and school zones.
- Incident and collision history collection in community safety zones and school zones.
- Public communication and awareness preparations (e.g. new webpage, social media plan, customer service response guide, media releases).
- Contract and vendor coordination related to camera equipment.
- Field work for monitoring of signage, camera placement, etc.

Table 1: Anticipated Timelines for Activation of ASE Program in Orangeville

Date	Task
August 11, 2025	Council Report seeking delegated authority to enter into agreements with MTO, MAG and the LAS ASE vendor.
August 2025-September 2025	Develop an AP Bylaw for ASE
August 2025	Enter into an agreement to provide ASE services with LAS.
August 2025	Enter into an agreement to lease two cameras.
August to November 2025	Enter into an agreement with the Ministry of the Attorney General (MAG)
November to February 2026	Enter into an agreement with the Ministry of Transportation (MTO). Note: 90-day waiting period starts only after the agreement with MTO is fully executed. The MTO will not provide access to ARIS until 90 days, minimum, regardless of whether the signs are up. Others have placed the signs shortly before contract execution.
November 2025	Install advance warning signs (bagged).
March/April 2026	Cameras active and able to issue citations.

Note: Since the submission of the previous ASE report in March 2025, the MTO has changed some requirements and will not allow citations to be issued until all agreements are in place and the signs have been up for a minimum of 90 days. Some municipalities have experienced delays due to this requirement. The dates identified are believed to be reasonable, however, timelines are subject to change and out of the municipalities direct control.

Corporate Implications

Financial:

The approved 2025 capital program includes a provision of \$70,000 in 2025 for the procurement and installation of two cameras, funded from the General Tax Supported Capital Reserve.

The ASE program will be a new program and there is some uncertainty with respect to the volume of citations that will be issued and the levels of associated revenue that will be involved. As such, Staff propose that the Town create a Road Safety Reserve at the time of program implementation approval and place any excess revenue beyond ASE operating costs in this reserve for future road safety initiatives. The ASE program is intended to operate as a self-funded program.

The following table outlines cost elements of a typical ASE system and whether these elements can be passed along to the ticket recipient:

Table 2: Costing estimates

Revenue/cost element	Amount	Recoverable on ticket
Estimated Average citation amount	\$90.00	
processing cost per citation	\$12.50	no
MTO lookup fee	\$8.25	yes
Software fee - ticket issuance	\$TBD	n/a
credit card fee per citation	\$3.50	yes
Camera monthly lease (estimated)	\$3,500	no

Early and conservative estimates of ticket revenues, processing costs, and camera leasing costs suggests that the level of valid tickets required to make the program self-funded is approximately 45 tickets per month per camera under the AMO LAS model. Anticipated volumes could range widely depending on location and traffic volumes, but it is very likely this minimum volume will be reached.

The initial plan for this pilot program is to incorporate two (2) cameras along the Alder and Spencer Streets corridor. Annual reporting, including financials, will be provided for Council's review to determine if the program should continue beyond the initial period of 2 years.

To increase the likelihood of success for this program, education and communications is a vital component. A communications plan will be established with the Town's Communications Division and our policing partners at the OPP.

Finance in cooperation with Transportation & Development will establish a Road Safety Reserve so that any revenue generated beyond what is required to cover program operational expenses, will be used to fund road safety and traffic calming initiatives.

Launch of this program has defined reporting structures and parameters established by the province that will help identify benchmarks, quantify efficiency through data collection and continuous monitoring, while ensuring proper governance within established guidelines.

Conclusion

The Town of Orangeville is advancing toward implementing a comprehensive Automated Speed Enforcement (ASE) program, aligned with its strategic goals of enhancing road

safety and community vitality. Following Council's directive, several foundational steps have been taken to initiate the ASE program, with significant milestones achieved as detailed in the report.

Key Actions Undertaken:

- Expression of interest conveyed to LAS for ASE program participation.
- Identification of key roadways (Alder Street and Spencer Avenue) for initial ASE deployment.
- Completion of traffic studies and procurement of cost estimates from LAS.
- Coordination with internal divisions for resource allocation and planning, including precise roles for Clerks and Treasury divisions.
- Development of a Road Safety Reserve to support future road safety and traffic calming initiatives.

The ASE program provides forward thinking in the Town's commitment to road safety. By creating a self-sustaining model, the town ensures that any revenue surpluses are reinvested in enhancing its road safety framework, aligning with broader community goals. Additionally, the experience gathered from the pilot phase will prove invaluable in refining the program for future expansions, with continuous engagement of partners and the community.

Strategic Alignment

Strategic Plan

Strategic Goal: Community Vitality

Objective: Sustainability – Vibrancy & Well-being

Sustainable Neighbourhood Action Plan

Theme: Transportation System

Strategy: Promote more sustainable and efficient transportation options

Respectfully submitted,

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Attachment(s): N/A

