

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 20-00-0204**
Your File/V/Réf.

DATE 13 April 2000

TO/DEST. Co-ordinator Transportation Committee
 Co-ordinator Corporate Services and Economic Development Cmte.

FROM/EXP. Director Mobility Services and Corporate Fleet Services
 Environment and Transportation Department

SUBJECT/OBJET **INTERSECTION SAFETY PROGRAM TO REDUCE RED LIGHT
 RUNNING (RED LIGHT CAMERAS)**

DEPARTMENTAL RECOMMENDATIONS

That the Corporate Services and Economic Development Committee and Council approve recommendations 1, 2, 3 and 4 as follows:

- 1. The award of Request for Proposal (RFP) 9119-00-7004, issued by the City of Toronto on behalf of participating Ontario municipalities, to Lockheed Martin IMS Canada Inc., for the supply, installation, operation, and maintenance of Red Light Camera Systems within the Region of Ottawa-Carleton for \$784,000;**
- 2. That award of this contract be subject to the successful completion of the Proof of Performance portion as contained in RFP 9119-00-7004;**
- 3. The Region of Ottawa-Carleton enter into agreement with the City of Toronto Transportation and Works Department for the processing of Red Light Enforcement notice of violations;**
- 4. The Region of Ottawa-Carleton enter into an agreement with the Ministry of Transportation of Ontario for the implementation of the Intersection Safety Program to Reduce Red-Light Running;**

The Transportation Committee approved the following recommendations on 3 May 2000:

5. **Staff proceed with the implementation of Red Light Cameras within the Region of Ottawa-Carleton at the locations listed in Appendix A of this report;**
6. **That Council endorse the Region of Waterloo's and Region of Peel's requests that the Ontario Minister of Transportation and the Ontario Minister of the Attorney General assume their costs of participating in the Intersection Safety Program to Reduce Red-Light Running.**

EXECUTIVE SUMMARY

The purpose of this report is to obtain authority to retain a contractor for the supply, installation, and operation of red light camera systems for the Ottawa-Carleton Region. It also recommends that agreements be entered into with the City of Toronto and the Ministry of Transportation of Ontario for processing of violations and requests for licence plate information, respectively.

The locations proposed by staff for red light camera enforcement are listed in Appendix A. They were chosen based on their collision history as well as geographical diversity across the Region.

As per Council direction, funding in the Capital Budget has been established to support the purchase and operation of two cameras, rotated among eight fully prepared sites. All costs associated with participation in this two year pilot project are a municipal responsibility.

A municipal-provincial Steering Committee was established early in the process to oversee the different aspects involved in this project. This includes: site selection and evaluation, procurement and operation of red light camera equipment, legal issues, ticket processing, and public awareness.

Municipalities participating in this pilot project include the Regions of Halton, Peel, Waterloo, Hamilton, Ottawa-Carleton, and the City of Toronto.

A common Request for Proposals was issued for all municipalities; however each municipality is required to award and execute a separate agreement.

The award of contract is subject to the successful completion of a "proof of performance" phase. As an outcome, participating municipalities must be satisfied that a high percentage of photographs produced by the proposed red light camera system will constitute adequate evidence to be used by a prosecutor at trial.

This report outlines municipal obligations for stepped-up police enforcement at selected sites within Ottawa-Carleton, our participation in the "before" and "after" evaluation studies, and details the function of a joint municipal processing centre operated by the City of Toronto.

Subject to approval by Council and successful completion of the “proof of performance” phase, it is expected that red light cameras will become operational in the fall.

BACKGROUND

On 18 December 1998, the *Red Light Cameras Pilot Projects Act, 1998* (Bill 102) received Royal Assent. The Act amends the *Highway Traffic Act* to enable municipalities, for a period of two years, to use evidence obtained from red light cameras to issue violation notices. This Act comes into force on a date to be named by proclamation of the Lieutenant Governor when at least one municipality is ready to start its pilot project.

Staff last reported on this project in May 1999. At that time Committee moved “That funding be provided in the 2000 budget to install approximately two red light cameras with approximately eight casings”. Regional Council also previously endorsed the use of this technology at its meetings of 27 March 1996 and 22 January 1997.

Since our information report last May, staff have continued to work jointly on this pilot project with municipal representatives from the Regions of Halton, Peel, Hamilton-Wentworth, and Waterloo and the City of Toronto. Provincial ministries facilitating the pilot include the Ministry of Transportation and Ministry of the Attorney General.

This report provides a project status update and summarizes the outcome of a recent Request for Proposals (RFP) for the supply, installation, operation and maintenance of red light camera systems. Although a common RFP for all municipalities was issued, each municipality will be required to award and execute a separate agreement with the successful proponent covering insurance, bonding and payment issues.

Because of the joint nature of this project, all participating municipalities are preparing to approach their respective Councils for approval on or around the same time. This is necessary in order to meet the installation schedule which has been set out in the RFP. To meet these deadlines, staff have prepared one report which is to be presented to both Transportation Committee and Corporate Services and Economic Development Committee for consideration, and in turn forwarded to Council for final approval.

DISCUSSION

Red light running is one of several aggressive driving behaviours that contributes to the annual toll of collisions, injuries and deaths at intersections in Ontario. In 1997, there were 48,154 collisions at signalized intersections operated by municipalities in Ontario. This accounts for 22 percent of all motor vehicle collisions in the province. Fifteen percent of these collisions were the direct result of drivers disobeying a red light. Collisions resulting from red light running tend to be more severe than other intersection collisions because they typically involve at least one vehicle travelling at a high rate of speed. Moreover, in the most serious red light running collisions, the initial impact involves vehicles colliding at right angles to each other. This means that one vehicle is generally struck on its side. Side impact collisions have a much greater potential to result in severe injury or death.

In announcing Bill 102, the Province stipulated that municipalities wishing to introduce red light camera pilot projects will be required to introduce stepped-up police enforcement at other high-risk intersections to allow for comparison between the cameras and traditional enforcement. In February 1999, the Ontario Minister of Transportation invited interested municipalities and police services to attend a series of “Kick-off” meetings in order to establish a shared understanding regarding the purpose of the pilot projects, to address operational issues, and to reinforce a partnership approach with key stakeholders. Since then, a provincial-municipal Project Steering Committee was established to guide and direct five Working Groups. Working Group 1 is responsible for site selection, conducting the evaluation study and establishing a police enforcement strategy. Working Group 2 is responsible for establishing a common province-wide approach to equipment selection, installation and operation. Working Group 3 is responsible for providing input into the regulations being developed under the *Highway Traffic Act* and *Provincial Offences Act*, regarding the processing of charges through the court system, as well as providing legal advice as required to the Steering Committee and Working Groups. Working Group 4 is responsible for implementing a centralized municipal processing centre for issuing offence notices, and Working Group 5 is responsible for preparing a public awareness program and communications strategy.

Municipalities and Police Services participating in the pilot project include the Regional Municipality of Halton, Regional Municipality of Hamilton-Wentworth (with the City of Hamilton), Regional Municipality of Peel (with the Cities of Mississauga and Brampton), Regional Municipality of Ottawa-Carleton, City of Toronto and Regional Municipality of Waterloo. Provincial ministries facilitating the pilot project include the Ministry of Transportation and the Ministry of the Attorney General. The Office of the Information and Privacy Commissioner for Ontario has also provided their advice to the Working Groups.

1. Site Selection

Each participating municipality identified high-risk locations based primarily on historical collision data. In total, municipalities intend to purchase 18 red light cameras and equip 70 fully prepared sites. Municipalities will be rotating the cameras around the prepared sites so that photo enforcement will occur at all prepared sites. In addition, participating police services have been requested to provide stepped-up traditional police enforcement at a total of 30 sites. The Region of Ottawa-Carleton intends to purchase two cameras and prepare eight sites. The Region of Ottawa-Carleton Police Services has committed to providing stepped-up police enforcement at six sites. The proposed camera and stepped-up police enforcement sites for the Region of Ottawa-Carleton are listed in Appendix A.

In Ottawa-Carleton, collisions normally associated with red light running, including right-angle and left turning type, were reviewed for a number of signalized intersections for the three year period from 01 January 1995 to 31 December 1997. In any given year, angle and turning movement type collisions involving motorists, pedestrians, and cyclists can account for over 1/3 of all the collisions in our Region. The collision statistics for these intersections were examined and collision totals were reviewed for each intersection approach. Approaches from some of the intersections with the highest collision frequency (all collision types) were also included.

Further examination of the collision data revealed a high proportion of the red light related collisions occurred within the downtown core. In order to obtain the maximum deterrent effect, it was felt that red light cameras should be widely dispersed around our Region. As a result, locations with a slightly lower proportion of right angle collisions but high overall collision frequency were also reviewed and some selected for camera installation.

Locations undergoing major road construction were not selected because construction activity prevents the installation of vehicle detectors and makes the installation and operation of other associated red light camera system equipment impractical.

2. Evaluation Study

The objective of the project evaluation is to conduct a “before” and “after” study to assess the combined effect of two red light running countermeasures for intersections with a high incidence of right angle collisions: red light camera systems and stepped-up police enforcement.

Working Group 1, with the assistance of the Ministry of Transportation, has hired a consultant to conduct the study. The consultant is studying approximately 50 sites in total. Study locations are comprised of approximately equal numbers of red light camera sites, stepped-up enforcement sites, and control sites receiving routine police enforcement. Sites were matched on the basis of collision frequencies, traffic volumes, traffic signal operations and approach geometrics. Study locations receiving increased enforcement were selected from the 70 red light camera sites and 30 stepped-up police enforcement sites. In order to accurately measure the combined effect of the pilot project at the treated sites and to minimize the potential spillover effect of the increased enforcement at the control sites, it was required to select some control sites that are sufficiently distant from the treated sites. The Cities of London and Windsor, who are not directly participating in the pilot project, were contacted and arrangements were made with them to select control sites and collect data from intersections in their jurisdictions.

“Before” and “after” data to be collected at all study sites will include collision frequencies, traffic volumes and red light violations. Data relevant to other violations will be collected at the stepped-up police enforcement sites. Annual totals of red light running convictions within the court districts of the participating municipalities will be also be obtained. The “before” data collection effort is currently underway and the majority of the volume and violation data has been collected. Evaluation study deliverables include a “before” study report, an “interim” report with twelve months of “after” data and a “final” report with the results for the entire two-year “after” period. The “final” report will include a cost accounting for each treatment and for the program as a whole.

3. Stepped-Up Police Enforcement

Working Group 1, in consultation with participating police services, prepared a stepped-up police enforcement strategy. The objective of the strategy is to provide an effective sustainable police presence with existing resources allowing police flexibility to schedule enforcement blitzes. Stepped-up police enforcement will occur at 30 sites in total. Police services for Hamilton-Wentworth, Ottawa-

Carleton, Peel and Toronto will be responsible for six sites each while police services for Halton and Waterloo will be responsible for three sites each.

Each site will receive two blitzes, one per year, during the course of the two-year pilot project. The project will have three four-week blitz periods per year, or six in total. The four-week periods will be selected within each of the two-month periods of October/November 2000, March/April, July/August, and October/November of 2001.

An individual blitz will consist of 20 hours of enforcement in total. Enforcement will occur on 10 separate days, 2 hours per day, either during the morning or afternoon peak period. The 10 days of enforcement will be selected at random within the four-week periods.

Ottawa-Carleton Police Services have indicated they are able to meet these requirements for the purposes of this pilot. An information report will be presented to the Police Services Board on the commitment to Stepped-up enforcement as part of this project.

4. Red Light Camera System Procurement

In January 1999, the City of Toronto requested contractors experienced in the supply and installation of red light camera systems to submit an application to become a pre-qualified contractor for this project. As a result, the following five firms were pre-qualified to submit tenders: EDS of Canada Ltd. and Redflex Traffic Systems Pty. Ltd., Guild Electric Limited, Lockheed Martin IMS Canada Inc., Stacey Electric Company Limited, and Tellis Traffic Inc.

Bids received from an initial public tender released last July were declared invalid due to failure to comply with all the specifications and performance standards required by the City of Toronto.

In order to avoid the potential for another round of invalid bids, staff met with the pre-qualified contractors to review their concerns about performance standards and specifications and reformatted the tender document into a RFP. The main difference being that the RFP would allow for negotiations with the successful proponent if needed.

The scope of the RFP includes the supply, installation, operation and maintenance of the red light camera units, prepared sites (enclosures, flash units, and wiring), image processing hardware and software stations, and printers. The operation and maintenance activities include the supply, loading and unloading, development and delivery of photographic film, as well as, the rotation and maintenance of the camera units. Provisional items include additional cameras and sites, decoy units and extended operation and maintenance beyond the two-year period. Municipalities are responsible for the field preparation of the camera sites, which includes the provision of a power supply and the installation of the pole bases, poles, auxiliary flash units and vehicle detectors in accordance with the successful proponent's specifications.

The RFP also contains a "proof of performance" phase which allows the successful proponent to demonstrate the most appropriate combination of equipment to be used for red light camera systems in

Ontario. As an outcome of the “proof of performance” exercise, participating municipalities must be satisfied that a high percentage of photographs produced by the proposed red light camera system will constitute adequate evidence to be used by a prosecutor at trial. The successful proponent will be paid the bid price for the proof of performance component; however, the award of the remainder of the contract for the supply, installation, operation and maintenance of the red light camera systems will be subject to the successful completion of the “proof of performance” phase. This is expected to take approximately eight weeks commencing in the middle of May, and will be conducted at three intersections (two in Toronto and one in Peel).

Although a common RFP for all municipalities was issued, each municipality will be required to sign a separate contract with the successful bidder covering insurance, bonding and payment issues. Each municipality has assigned a Project Manager who will be responsible for site supervision, acceptance testing, operating and maintenance issues within their respective jurisdiction.

The RFP was released to the pre-qualified contractors on 16 February 2000 and two proposals were received on 15 March 2000. The two proponents were Lockheed Martin IMS Inc. and EDS of Canada Ltd. An evaluation team comprised of representatives of the participating municipalities (Working Group 2) conducted the evaluation of the proposals. The following RFP evaluation criteria and weighting were used to score the proposals:

EVALUATION CRITERIA	WEIGHTING (MAXIMUM POINTS)
Compliance with Mandatory Specifications	Pass/Fail
Price	55
Compliance with Requirements, Specifications, and Provisions of RFP	50
Proof of Performance Submission	40
Comprehensiveness of methodology and test plan (13)	
Experience of team (10)	
Proposed schedule (5)	
Manufacturers commitment (12)	
Compliance with Desirable Specifications	5
Total	150

The Project Steering Committee, at its meeting held on 28 March 2000, adopted the recommendation of Working Group 2 stating that, subject to the successful completion of “proof of performance”, Lockheed Martin IMS Canada Inc., the proponent with the highest overall evaluated score, be retained for the supply, installation, operation and maintenance of red light camera systems within the participating Ontario municipalities.

5. Regulations

There are a number of regulations required for the introduction of red light cameras including amendments under the *Highway Traffic Act* and the *Provincial Offences Act*.

On 30 April 1999, the Red Light Camera System Evidence regulation made under the *Highway Traffic Act* was filed with the registrar of regulations. This regulation sets out the requirements around the photographs and the service of the Offence Notice. The regulation appeared in the Ontario Gazette on 15 May 1999. On 21 June 1999, the Ministry of the Attorney General presented the “Rules to Implement Red Light Cameras Pilot Project Act, 1998” to the Provincial Offences Act Rules Subcommittee.

Regulations dealing with the Certificate of Offence, Offence Notice and the designation of municipalities have yet to be made and will occur over the next few months.

6. Processing of Charges and the Municipal Processing Centre

Working Group 3, with the assistance of the Ministry of the Attorney General, defined the process for the laying and processing of charges using photographic evidence obtained from red light cameras in Ontario. The main sub-components of the process include: matching photo and plate information, laying of charges by a Provincial Offences Officer, defendant response options, requesting trial, operation of first attendance facility, trials, defendant appeals and re-openings.

A municipal processing centre is required to perform several functions within this process, primarily: matching photo and plate information, laying of charges, assisting the Prosecutor in preparing the photographic evidence for first attendance and trial. The provincial court system is currently responsible for the remaining functions.

Processing centre staff will receive developed rolls of film from the equipment contractor, images from the film will be digitized and retrieved with the aid of a computer program. A Provincial Offences Officer will view the digital images, and determine if an offence has occurred. If an offence has occurred, the licence plate number will be read from the digital image and entered on a form to request uncertified plate registration information from the Ministry of Transportation. Once the plate registration information is obtained, the Offence Notice Form is completed and mailed to the owner of the vehicle. If a defendant contests the charge and requests a trial, the municipal processing centre is required to assist the Prosecutor by providing the original photographs and certified plate registration information.

In order to ensure a consistent approach to the processing of red light camera violations, the Project Steering Committee opted for a centralized processing centre operated by municipal staff. Furthermore, due to the number of camera sites proposed for Toronto and the central location of Toronto relative to the participating municipalities, it was decided that the City of Toronto Transportation Services would staff and operate the processing centre for all municipalities. The proposed location of the processing centre is the Consolidated Communications/Computer Centre at 703 Don Mills Road. Agreements will be negotiated with the other participating municipalities to recover the applicable operating costs for the processing centre.

Details regarding the staffing, office space and equipment requirements will be established; however, preliminary estimates suggest that the minimum staffing requirements for the centre will be one

Supervisor, one Provincial Offences Officer and three Data Entry Clerks. A Working Group 4 has been established to aid in resolving the details necessary to make the processing centre operational.

It is recommended the Region of Ottawa-Carleton enter into an agreement with the City of Toronto for the processing of Red Light Camera offence notices.

7. Provincial/Municipal Operational Agreements

In order to become designated as a Red Light Camera Pilot area in the regulation, participating municipalities must sign an operational agreement with the Ministry of Transportation. A draft copy of the Table of Contents for the proposed operational agreement is included in Appendix B.

Operational agreements will clarify the responsibilities of all parties to ensure that the red light offenders are successfully prosecuted and that the two enforcement strategies are properly evaluated. Agreement provisions will include requirements for Provincial cost recovery, compliance with the applicable laws, stepped-up police enforcement blitzes, data collection and submission associated with the evaluation study, intersection selection criteria, minimum specifications for the camera equipment, business processes to be followed by all parties, termination of contracts and surviving obligations. A common format will be used for all municipal agreements with the Ministry of Transportation.

The Province has stated that all of their costs for participating in this project will be recovered from the participating municipalities through a cost recovery fee. However, since the Province would derive the same benefits due to the potential positive impact that the implementation of the red light cameras will have across the Province, the Regions of Peel and Waterloo adopted a resolution requesting that all Provincial costs be absorbed by the various Ministries involved within the project. The resolution is supported by staff and endorsement by the Region of Ottawa-Carleton is being recommended.

8. Public Awareness Campaign

Working Group 5 will be preparing a public awareness program and communications for this project prior to the operation of red light cameras and stepped-up police enforcement. A campaign guide is being developed by the Ministry of Transportation that will assist municipalities in addressing the problem of red light running. The proposed how-to guide will contain information on planning and implementing a community-based public education and enforcement program that targets red light runners and intersection safety. The guide will include artwork for posters, print inserts and flyers, sample radio public service announcements, and information on traffic signs and signals.

In order to satisfy concerns expressed by the Office of the Information and Privacy Commissioner, the Steering Committee considered the installation of signs advising drivers of the presence of red light cameras. The Office of the Information and Privacy Commissioner has since clarified its position regarding this issue, stating that, “the Commission does not take the position that the *Municipal Freedom of Information and Protection of Privacy Act* requires signs at these intersections as long as personal information is not being collected; that is, photographs do not record the images of drivers, passengers, or passers-by in a manner that permits their identification”. Given that the cameras will be

aimed at the rear portion of offending vehicles, personal information as described above will not be collected. After careful consideration, the Steering Committee decided that project resources aimed at advising the public would be better spent on the public awareness program and communications strategy rather than the installation of signs which often go unnoticed by vehicle drivers.

9. Schedule

Subject to approval by Regional Council and proclamation of Bill 102 by the Lieutenant Governor, the following table provides a tentative schedule of the major activities within the Intersection Safety Program to Reduce Red Light Running:

DATE	ACTIVITY
May 2000	Council to consider granting authority for the appropriate Regional officials to negotiate and execute the agreements necessary to proceed with the implementation of the program.
May – July 2000	Conduct proof of performance testing phase. Information report to Police Services Board on commitment to Stepped-up enforcement during pilot period.
July 2000	Execute agreements with successful proponent for red light camera systems and Ministry of Transportation.
July – October 2000	Install equipment and conduct site acceptance testing.
August 2000	Request Province to proclaim Bill 102 for Mid-September. Present HTA and POA regulations to Provincial Regulations and Legislation Committee.
September 2000	Sufficient camera sites installed and tested to begin operation. Lieutenant Governor proclaims legislation allowing Bill 102 to come into force and the two-year pilot project begins.
October/November 2000	First stepped-up police enforcement blitz
November 2000	Delivery of “before” study report
March/April 2001	Second stepped-up police enforcement blitz
July/August 2001	Third stepped-up police enforcement blitz
October/November 2001	Fourth stepped-up police enforcement blitz
January 2002	Delivery of “interim” study report
March/April 2002	Fifth stepped-up police enforcement blitz
July/August 2002	Sixth stepped-up police enforcement blitz
September 2002	Pilot project ends End of evaluation study’s “after” data collection period
January 2003	Delivery of “final” study report

CONSULTATION

Public consultation was not conducted for this project.

EXPENDITURE JUSTIFICATION

Red Light cameras are a proven means of reducing collisions, injuries and deaths resulting from motorists who run red signal displays. Cost savings to society in terms of collision reduction have been well documented in other jurisdictions using this type of technology.

Through its participation on this joint municipal venture, the Region of Ottawa-Carleton will benefit from a consistency in approach and application, as well as an economy of scale for the scheduled two year duration of the pilot.

All costs associated with this project will be borne by the participating municipalities. Provincial costs include providing project facilitation and legal services, conducting the evaluation study as well as developing and supporting systems to provide motor vehicle plate registration information. Provincial costs will be recovered through a transaction fee each time municipalities request motor vehicle plate registration information.

With the enactment of the *Streamlining of Provincial Offences Act, 1998*, legislation is in place to permit the assumption of responsibility for the administration and prosecution of most provincial offences by the municipal sector. As part of this Ministry of the Attorney General initiative, fine revenue from provincial offences, including *Highway Traffic Act* violations such as red light running, will be collected and retained by the municipality. Amounts accruing since January 1998 have been credited to the municipality and will be remitted on implementation of the transfer in this area.

The set fine for running a red light is \$155 plus a \$30 victim fine surcharge.

The primary reason for introducing red light enforcement technology to the Ottawa-Carleton Region is to reduce the frequency of collisions resulting from motorists who disobey red signal displays. While violation rates can be measured at the outset, it is difficult to predict how successful the program will be and how much the violation rates will go down over the duration of the pilot. Should the program be very successful in reducing the violation rates, it is uncertain whether all costs incurred during the scheduled two year duration of the project can be recovered but there will be substantial savings in terms of societal costs associated with the expected reduction in collisions.

FINANCIAL STATEMENT AND APPROVAL

	\$
Approved Budget to Date	930,000
Total Paid & Committed	<u>(600)</u>
Balance Available	929,400
THIS REQUEST	<u>(784,000)</u>
Balance Remaining	<u>145,400</u>

Funds have been provided in the 2000 Capital Budget, Account No. 900405, Red Light Camera (Reference Page 188), Requisition 100541158. This project is dependant on violation revenues.

All costs, including the aforementioned, associated with this project for the scheduled two year duration are summarized as follows (all dollar amounts in \$000's).

COMPONENT	TOTAL	2000 BUDGET	2001 ESTIMATE	2002 ESTIMATE
Site Preparation	160	87.15	72.85	0
Supply and Install Equipment	484	484	0	0
Operate and Maintain Equipment	280	280	0	0
Proof of Performance	20	20	0	0
O-C share of Processing Centre	156	19.5	78	58.5
O-C share of Provincial Costs	100	12.5	50	37.5
O-C staff costs	100	0	62.5	37.5
Public Awareness Campaign	50	25	12.5	12.5
O-C Police Services	10	1.25	5	3.75
Contingency	100	0	62.5	37.5
Total Program	1,460	929.40	343.35	187.25

CONCLUSIONS

This report requests the authority for the appropriate officials to negotiate and execute the agreements necessary to proceed with the installation and operation of red light camera systems for the Ottawa-Carleton Region. The Intersection Safety Program to Reduce Red Light Running represents an opportunity to introduce a major traffic safety initiative and is on schedule to begin by September 2000.

*Approved by
Doug Brousseau*

CB/ks

Attach. (2)

SUPPLY MANAGEMENT DIVISION

I concur,

*G. Ford on behalf of
the Finance Commissioner*

APPENDIX ARED LIGHT CAMERA SITES*

Two cameras for 8 prepared sites

<u>INTERSECTION</u>	<u>APPROACH</u>
Albert & Kent	Northbound
Bank & Walkley	Southbound
Bronson & Carling	Northbound
Carling & Richmond	Westbound
Coventry/Ogilvie & St Laurent	Northbound
RR 17 (Merivale) & RR 51 (Meadowlands)	Southbound
RR 34 (St Joseph) & RR 55 (Jeanne d'Arc)	Eastbound
RR 36 (Hazeldean) & RR 49 (Eagleson)	Northbound

**subject to confirmation by selected contractor*

STEPPED-UP POLICE ENFORCEMENT SITES

<u>INTERSECTION</u>	<u>APPROACH</u>
Albert & Booth	Eastbound
Baseline & Woodroffe	Northbound
Carling & Kirkwood N	Westbound
Catherine & O'Connor	Southbound
RR 12 (Fallowfield) & RR 13 (Greenbank)	Westbound
RR 36 (Robertson) & RR 59 (Moodie)	Eastbound

APPENDIX BPROVINCIAL / MUNICIPALRED LIGHT ENFORCEMENT PILOT PROJECT OPERATIONAL AGREEMENT

TABLE OF CONTENTS	PAGE
-------------------	------

1. Definition of Terms.

2. Obligations of the Ministry.
 - Development of Study Design
 - Hiring the Project Consultant
 - Business/Court Processes Documentation
 - Access to Information Products
 Obligations of the Municipal Organization
 - Compliance with Laws and Regulations
 - Traditional Enforcement
 - Data Collection and Participation in the Pilot Evaluation Process
 - Use of Sub-contractors in the Operation of Municipal Red Light Enforcement Pilot Project
 - Signing at Red Light Camera Intersections

3. Grant of Licence.
 - Grant
 - Title
 - Authorized Use
 - Data Matching and Data Profiling
 - Individuals Not to be Contacted
 - Documentation Destruction
 - Survival

4. Terms.
 - Terms and Termination
 - Early Termination
 - Surviving Obligations of the Municipal Organization
 - Surviving Obligations of the Ministry
 - Conflict with Privacy Laws

TABLE OF CONTENTS	PAGE
-------------------	------

5. Transmission of Information Products.
6. Fees and Charges.
 - Payment of Amounts
 - Method and Timing of Payment
 - First Payment
 - Payment Information
7. Transaction Logs.
8. Information Integrity, Security and Audit.
 - Year 2000 Readiness
 - Virus Protection
 - Security
 - Audit
9. Default.
 - Default
 - Events of Default
10. Certification of Records.
 - Certification by Registrar
 - Transmission of Certified Information Products
11. General.
 - Independent Contractor
 - Indemnity
 - Limitation of Liability
 - Force Majeure
 - Advertising
 - Enforceability
 - Evidence
 - Non-Assignability
 - Notification of Breach
 - Objection Procedure
 - Notices
 - Waiver of Provisions
 - Entire Agreement
 - Survival of Provisions
 - Jurisdiction of Contract

TABLE OF CONTENTS	PAGE
-------------------	------

11. General (Continued)

- Conflict Between Red Light Enforcement Project Agreement and Law
- Severability of Clauses
- Interpretation
- Time of Essence
- Enurement

SCHEDULES

- “A”:Recommended and Mandatory Business/Court Processes and Documentation
 - “B”:Approved Conventional Roadside Police Enforcement Program of the Municipal Organization
 - “C”:Approved Red Light Technology Plan of the Municipal Organization
 - “D”:Approved Pilot Program of the Municipal Organization
 - “E”:Information Product Protocol
 - “F”:Employer/Employee/Agent Security Statements
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- NOTE: The headings used in this Table of Contents are not considered part of the Agreement and are solely for convenience.