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October 7, 2025

Mr. John Elvidge, City Clerk
City Clerk's Office
100 Queen Street West
12th Floor, West Tower
Toronto, ON M5H 2N2

Dear Mr. Elvidge,

Re: Administrative Inquiry Regarding the Automated Speed Enforcement Program

Councillor Holyday submitted an Administrative Inquiry to seek information on the Automated Speed Enforcement Program. This letter provides a response to this request. It has been developed in collaboration with Court Services, Legal Services, Revenue Services, Transportation Services, and Financial Planning.

Introduction

Administrative penalties are issued for violations of by-laws or statutes where it has been determined that the dispute mechanism will be governed by the administrative law process rather than through the Courts. The City of Toronto's Administrative Penalty System (APS) was initially developed to deal with parking disputes effective August 28, 2017, for the purpose of creating a more efficient parking ticket dispute process.

The dispute resolution process for Automated Speed Enforcement (ASE) and Red Light Camera (RLC) violations transitioned to the City's APS on January 20, 2025. Violations dated on or before January 19, 2025, are handled through the Provincial Offences Act (POA) court-based process.

Response

Please find below responses to each of the questions submitted.

- a. *The number and cost of providing screening services for all Automated Speed Enforcement penalty disputes, and if these costs are not available broken out, then total costs of screening services for all administrative penalty types along with the total numbers of each screened penalty type to date.*

Screening costs cannot be broken down by red light camera or automated speed violation types as staff are not assigned screenings by violation type. Costs below have been provided as reported in the 2025 Legal Services budget for automated speed enforcement and red-light camera with total numbers for each violation type provided.

Total Costs of Screening Services for APS (ASE & RLC)

- Staffing Costs: \$3.51 million (30 positions)

Count of Screenings Received January 20, 2025 – September 29, 2025

- Automated Speed Enforcement: 38,873
- Red Light Camera: 24,973

Count of Screenings Completed January 20, 2025 – September 29, 2025

- Automated Speed Enforcement: 30,639
- Red Light Camera: 18,315

- b. *The number and cost of providing hearing reviews for all Automated Speed Enforcement ticket disputes, and if these costs are not available broken out, then total costs of hearing reviews for all administrative penalty types along with the total numbers of each reviewed penalty type to date.*

The right to an appeal of the screening officer's decision on an ASE matter is outlined in O. Reg 355/22. The process outlining how that right can be exercised is outlined in Toronto Municipal Code Chapter 610, Administrative Penalties.

Courts Services received two additional tribunal staff to specifically manage Red Light Camera (RLC) and Automated Speed Enforcement (ASE) appeals as part of 2025 budget totaling \$0.18 million. Please note that staffing levels cannot be broken out by violation type as tribunal staff work on any and all matters coming forward for appeal. Staff are not assigned by the type of matter being heard. There are currently 25 hearing officers assigned to APS overall. No additional hearing officers were appointed by Council for RLC/ASE. Existing hearing officers are managing those cases.

Total Costs of Hearing Services for APS (budgeted in 2025 for ASE & RLC)

- Staffing Costs: \$0.18 million (2 positions)
- Hearing Officer Costs: \$566,154*

Staffing costs refer to Court Services staff that provide administrative support to the tribunal for ASE and RLC hearings. Hearing officer costs are for remuneration of Administrative Penalty Tribunal members for ASE and RLC hearing services. While hearing officers are not City staff, both costs are included in the Operating Budget for Court Services.

**This is an estimate of the budgeted cost for hearing officer remuneration for RLC and ASE hearings that have taken place in 2025. It was determined as a percentage of the total 2025 budgeted remuneration for the Administrative Penalty Tribunal.*

Count of Hearings Received January 20, 2025 – September 29, 2025

- Automated Speed Enforcement: 4,259 (11% of ASE screening requests received)
- Red Light Camera: 3,350 (13% of RLC screening requests received)

Count of Hearings Completed January 20, 2025 – September 29, 2025

- Automated Speed Enforcement: 1,059
- Red Light Camera: 73

- c. *The disposition break-down of all Automated Speed Enforcement penalty disputes under the screening step: including affirmed, varied, cancelled, adjourned, prepaid and those varied or reduced due to hardship.*

ASE Dispositions at Screening

Total (All Dispositions):	30,639
Affirmed*	29,619
Varied*	292
Cancelled	354
Payment Plan Granted (Post Screening)	81
Payment Plan Denied (Post Screening)	84
Extension of Time to Request Screening Denied	209
Paid Prior to Screening:	860

**Affirmed and varied dispositions may also have time to pay, or payment plans provided*

- d. *The disposition break-down of all Automated Speed Enforcement penalty disputes under the hearing review step: including affirmed, varied, cancelled, adjourned, prepaid and those varied or reduced due to hardship.*

ASE Dispositions at Hearing

Total (All Dispositions):	1,059
Affirmed	1,058
Varied	0
Cancelled	1
Paid Prior to Hearing	181
Adjourned:	71
Pending	53
Complete	18

- e. *The number of Automated Speed Enforcement penalties broken down by paid, not paid, partially paid, pending due, and under dispute, along with the monetary values of the penalties for each.*

The chart below provides a summary of the total number of charges issued and their collection status since the implementation of the APS. It should be noted that all revenues presented include Victim Justice Fund surcharges and Ministry of Transportation (MTO) Search Fees.

In total, 540,615 charges were issued, of which 379,007 have been fully paid.

ASE Violations (APS Regime) - January 20, 2025 – September 29, 2025:

	Issued	Paid			Unpaid			
		Paid Total	Fully Paid	Partially Paid	Not Paid*	Pending Due	Overdue	Under Dispute
Number of Charges	540,615	379,325	379,007	102	160,798	43,085	107,564	10,254
Amount (\$000s)	58,369.0	39,623.3	39,575.5	14.3	18,742.0	4,896.1	12,437.4	1,423.9

*Includes 10,254 charges currently in the screening / hearing stage in the amount of \$1.4 million, which may be subject to adjustment.

- f. *The cost of delivering the Automated Speed Enforcement Program in 2025, including amounts for staff salaries and benefits, outsourced costs, and internal costs, separated by department, e.g. Transportation Services, Court Services, Legal Services, Revenue Services, Technology Services.*

The City's Administrative Penalty System involves several Divisions, each with distinct roles in the enforcement, adjudication, administration, and program support of the overall APS program, which includes the management of both RLC and ASE violations. The chart below outlines the 2025 budgeted costs to deliver the program. Divisions include Transportation Services, Court Services, Legal Services and Revenue Services. Technology Services is not directly involved in the administration of the program.

In total, the 2025 budgeted expenditures to deliver the APS is \$40.6 million which includes funding for 117.6 positions.

ASE/RLC		2025 Full Year Budget (APS)	
Division	Expenditures (\$000s)	Positions	
Transportation Services	27,989	60.6	
Court Services ¹	2,033	10.0	
Legal Services ²	3,506	30.0	
Revenue Services	7,056	17.0	
Total	40,584	117.6	

Note 1 – Court Services has 5 FTEs dedicated to APS program governance; and 5 FTEs to support tribunal operations/counter services. Included in the budget and actuals are costs for 25 non-City hearing officers assigned to APS program overall. No additional hearing officers were appointed by Council for RLC/ASE as existing officers are managing those cases.

Note 2 – Legal Services positions support dispute screening/resolution for APS offences including Parking Tags and the amount presented is an estimate.

- g. The gross and net revenues of the Automated Speed Enforcement Program in 2025, and those numbers compared to the same period in 2024.*

In 2024, the City collected \$62.6 million in fine revenues, including \$37.3 million from ASE and \$25.3 million from RLC. In total, the 2024 net revenue associated with the POA regime was \$48.2 million, which was leveraged to support the initiatives noted below.

For 2025, assuming full operations throughout the year, the City projects to receive \$64.6 million in ASE fine revenue and total associated fine revenue of \$100.1 million when also including \$35.5 million from RLC.

Revenues collected, and specifically those collected through ASE violations, are generally allocated to three main purposes:

1. Provincial Remittances

- When including the estimated \$11 million associated with Victim Fine Surcharges (VFS) for 2025, approximately **24%** of fine revenues are remitted annually to the Province, including a charge of \$8.25 per infraction for Ministry of Transportation Ontario searches and varying VFS surcharges depending on the fine amount for victim services.

2. City of Toronto Related Administration Costs

- It's estimated that approximately **35%** of fine revenues directly fund the City's costs to administer the operation of ASE.

3. Vision Zero Initiatives

- The remaining fine revenues, or approximately **41%**, enables the City to invest in public safety and enforcement activities, including:
 - Toronto Police Service – Annual operating funding is directed to the Police Services Road Safety Program, funding 18 Officers (2 Sergeants and 16 PCs).
 - Transportation Services Operating – ASE revenue is leveraged to partially offset annual enhancements and inflationary increases to the School Crossing Guard Program and Education Campaign
 - Transportation Services Capital - ASE revenue is leveraged to offset debt servicing costs associated with Road Safety Initiatives included in the 10-Year

Capital Plan, including: geometric improvements, community/school safety zones, traffic control signals and devices; pedestrian signals and sidewalk links; traffic calming initiatives; and major signal modifications.

Sincerely,



Paul Johnson
City Manager

cc:

Will Johnston, Deputy City Manager Infrastructure Services

Stephen Conforti, Chief Financial Officer & Treasurer

Wendy Walberg, City Solicitor

Barbara Gray, General Manager, Transportation Services

Dianne Kasias, Executive Director, Court Services

John Longarini, Director, Revenue Services

Althea Hutchinson, Executive Director, Financial Planning