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**To:** [ZZT-Members of Regional Council](#)  
**Cc:** [ZZT-ELT Executive Leadership Team](#); [Ricketts, Terry](#); [ZZG-COUNCIL](#); [Jurrius, Stephanie](#)  
**Subject:** Update on the School Bus Stop Arm Cameras  
**Date:** September 9, 2020 3:50:18 PM

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Good afternoon members of Council,

In December of 2019, Regional Council established a School Bus Stop Arm Camera Working Group including Councillors Downey, Fonseca, Palleschi, and Ras, as well as municipal staff, Student Transportation of Peel Region, Peel school boards, Peel Regional Police, and the Ontario Provincial Police.

Further to the work of this group, and pursuant to Resolution 2020-446 in June of 2020, Regional staff were directed to investigate the options, scope and costs for implementing an automated school bus stop arm camera program in the Region of Peel. Since that time, staff have initiated this work through consultation with stakeholders and review of legislative and technical requirements.

In recent weeks, several announcements have taken place concurrent with the start of the school year. This email is being provided as an interim progress update for Regional Council members.

**Recent regulatory advancements have provided clarity on evidentiary rules, but do not address processing or ticket revenue.**

- Evidentiary Rules - Recent amendments to the Highway Traffic Act (O. Reg. 424/20) have introduced a regulatory framework that sets out evidentiary rules to govern automated school bus stop arm camera programs. These changes mean that the prosecution of school bus camera offences will no longer require the introduction of evidence by a supporting witness, which will assist municipalities in creating efficiently-run programs.
- Processing – Currently, penalties must be processed under the Provincial Offences Act (POA). This poses significant challenges due to limited court capacity. If future legislative changes allow penalties to be laid under an Administrative Monetary Penalties System (AMPS), the court’s administration role would be significantly reduced, allowing for larger scale programs. Sections of Ontario Bill 107 (not yet in force) allow for future AMPS to be developed for automated school bus stop arm camera programs; however, these sections are awaiting proclamation, which is not expected until 2021 to 2023 at the earliest.
- Ticket Revenue – In addition to changes introduced under Bill 107, further legislative amendments will be required for the Region to receive revenue collected from penalties laid under AMPS. Currently, revenues collected through POA for programs such as Automated Speed Enforcement or Red Light Camera are directed to local Municipalities. Future revenues collected through AMPS would be allocated to the Province, unless legislative amendments take place.

**Regional staff continue to work with stakeholders.**

- Student Transportation of Peel Region (STOPR) have announced that they have completed their procurement process for a suite of modern school bus technologies, which includes

items such as interior cameras, an on-line parent application, and stop arm cameras. Consistent with the direction provided by Council, staff will continue to work with STOPR and other stakeholders for the purpose of bringing information back to Council, however staff must limit their interaction with potential vendors at this time to avoid impacts to later procurement or negotiations processes.

- The Ontario Traffic Council (OTC) is aware of the Region of Peel's current efforts to explore an automated school bus stop arm camera program (Agenda Item 18.5). Staff continue to monitor the OTC working group who are developing best practices for effective automated school bus stop arm camera programs in Ontario.

**Regional staff continue to evaluate the requirements for a Region of Peel automated school bus stop arm camera program.**

- Regional staff are actively assembling the requirements for a Region of Peel automated school bus stop arm camera program that would adhere to all applicable legal and technical requirements. Staff will report back with program options, scope, and costs for Council's consideration.
- Further, in alignment with Resolution 2020-446, staff are working in co-operation with STOPR to protect Peel's option to leverage the STOPR procurement process should Council proceed with a Peel Region automated school bus stop arm camera program in future.
- An interim update report will be brought forward to Regional Council on October 22.

Please feel free to contact me if you have questions in the meantime.

Thank you,

**Andrew J. Farr, P.Eng.**

Commissioner Public Works

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