

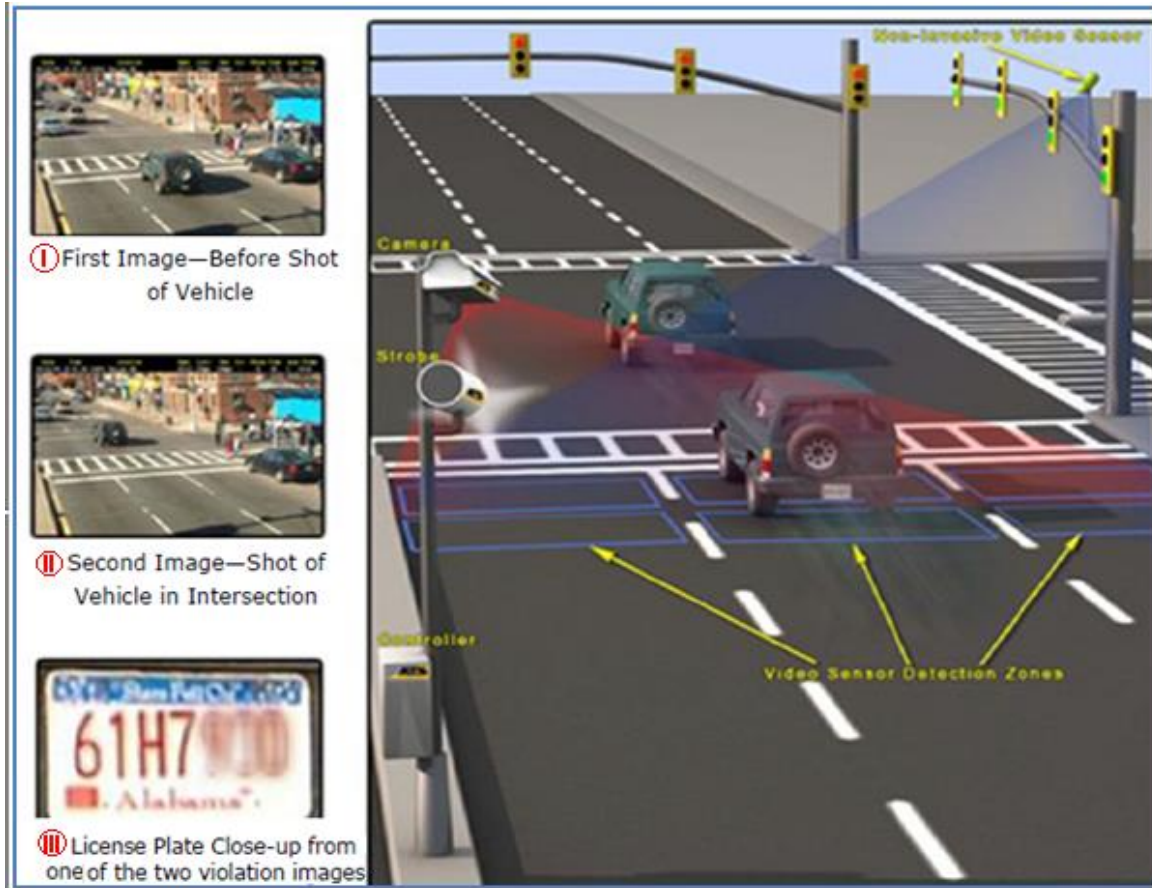
## “What is ARLE?”

Automated Enforcement refers to the use of camera technology to enforce existing traffic safety laws. A common type of automated enforcement program is for red light violations, known as Automated Red Light Enforcement (ARLE). The primary purpose of ARLE in Pennsylvania is to improve safety at signalized intersections by providing automated enforcement at locations where red light running has been an issue. ARLE is a tool to help improve safety at intersections by delivering an automated enforcement activity that would otherwise be done by a police officer, if enough resources were available. Additional information is available in FHWA Issue Brief 7 “[Using Automated Enforcement to Reduce Red Light Running.](#)”

## “How is an ARLE violation determined?”

**Exhibit 1** depicts how the Automated Red Light Enforcement (ARLE) works within the City of Philadelphia. The Philadelphia Parking Authority (PPA) is the System Administrator and provided the following explanation showing how the system works:

1. First rear image: The “First Image” is the before shot. It is captured from the rear approach and shows the intersection, the back of the violating vehicle still behind the violation line, one or more visible red light signals, and a clear image of the license plate of the offending vehicle.
2. Second rear image: The “Second Image” is the shot of the vehicle in the intersection. It is also captured from the rear approach and shows the intersection, the back of the violating vehicle after the rear axle has crossed the stop line and the vehicle has illegally entered the intersection, one or more visible red light signals, and a clear image of the license plate of the offending vehicle.
3. License plate crop: The court and police Department use these images for easy viewing. The cropped license plate close-up is not a separate image, but rather a close-up view of either of the two images captured. Upon receiving the above information, the System Administrator will review and determine whether a violation has occurred.



**Exhibit 1 ARLE Enforcement in the City of Philadelphia**

### **“What is the ARLE Funding Program?”**

The Automated Red Light Enforcement Transportation Enhancements Grant Program (ARLE Funding Program) was established in 2010 as a Pennsylvania Department of Transportation (Department, PennDOT) administered competitive grant program in accordance with Vehicle Code (75 Pa.C.S.) §3116(l)(2) and §3117(m)(2). Funding for the program is generated from the net revenue of fines collected through Automated Red Light Enforcement Systems. It is important to note that the ARLE funding program is a truly competitive process, meaning that selection of projects is based on the quality of projects submitted and how well the projects meet the criteria outlined in the table below.

## ARLE Funding Program Selection Criteria

Grant Selection Criteria Description	Grant Selection Questions
Sponsor's past maintenance and operational history	At what level does the applicant maintain and operate their existing traffic control devices? (Higher level of maintenance scores higher.)
Project benefits	How does the project improve safety, enhance mobility, reduce congestion, and reduce greenhouse gases? (Higher score for more benefits.)
Project cost	Is the request within the scope of available funds? Is the project cost effective?
Previous grant project type results	Does the applicant have a successful track record of completing projects in an efficient and effective manner?
Previously completed projects by the sponsor	Did the applicant receive prior ARLE grant funds? (Higher score for not receiving funds previously.)
Cost sharing	Are there matching funds from other sources? (Higher score for matching funds.)
(Other criteria) origination of ARLE funds	Did the funds originate from the municipality that is applying for the grant? (Highest score if ARLE funds originate from the municipality.)

### The Application Process

An announcement is posted in [The Pennsylvania Bulletin](#), inviting applicants to submit their applications under the ARLE Transportation Enhancement Grants Program before a given deadline established each year.

The applications are submitted electronically to PennDOT's central office, where they are processed and organized for review. It is important to note the ARLE funding program is truly a competitive process, meaning that selection of the top applications is based on the overall quality and quantity of applications submitted each round.

### The Selection Process

The PennDOT Bureau of Maintenance and Operations (BOMO) reviews submitted applications with respect to selection criteria and develops an initial score for each application. Scoring for the "Evaluation by Others" category is based on rankings developed by each PennDOT Engineering District.

In accordance with 75 Pa.C.S. §3116(l)(2) and §3117(m)(2), grants shall be awarded by the Department based on the majority vote of a selection committee consisting of four representatives of the Department appointed by the Secretary and four members appointed by the mayor of the city of the first class (Philadelphia).

The Department may not reserve, designate, or set aside any specific level of funds or percentage of funds to an applicant prior to the completion of the application process, nor may the Department designate a set percentage of funds to an applicant. Priority shall be given to applications seeking grant funds for transportation safety and mobility projects in municipalities where an automated red light camera system is operated.

### **The Reimbursement Process**

The ARLE Funding Program is reimbursement-based program. Awarded applicants will be required to pay contractors directly and then submit a request for reimbursement through PennDOT. There is no match requirement. The Department's intent is to award grants to projects that will be fully funded at the execution of the grant agreement date. All matching funds, if provided, shall be made available at the time of the application to complete the project. Design projects will only be considered if the sponsor provides a resolution passed by the sponsor's board indicating the obligation to complete the construction of the project. Proof of the available funding must be submitted with the application.