



February 27, 2020

Richard Simon, Region 2 Administrator  
National Highway Traffic Safety Administration  
245 Main Street, Suite 210  
White Plains, NY 10601

Dear Mr. Simon:

In accordance with U.S.C. 23 §1300.13(d), please find the 2020 Automated Traffic Enforcement Systems Survey for the state of Pennsylvania.

If you have any questions, please contact Thomas Glass, Manager, Program Services Unit, at (717) 783-2113.

Sincerely,

A handwritten signature in black ink that reads "Gavin E. Gray". The signature is written in a cursive style with a large, sweeping flourish at the end.

Gavin Gray, P.E., Chief  
Highway Safety Section  
Bureau of Maintenance and Operations

Enclosure

**FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) US CODE Title 23; Public Law 114-94, Title IV – Highway Safety § 4002 – Special Funding Conditions for Section 402 Grants Biennial Survey of State Automated Traffic Enforcement Systems**

**General**

1. Name of Jurisdiction: ***Pennsylvania Department of Transportation***
2. Type of Government Entity: ***State Government***
3. Population: ***12.7 Million (based on 2010 Census)***
4. Type of automated enforcement system used: ***Red Light Camera, Automated Work Zone Speed Enforcement (AWZSE), Automated Speed Enforcement (ASE) along Roosevelt Blvd., and Automated School Bus Side Arm Enforcement***
5. Did the jurisdiction refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system? ***Yes, PennDOT's Temporary Regulation for the approval of automated speed timing devices Pennsylvania Code Title 67, Chapter 105a, established temporary regulations which specifically calls out NHTSA technical specifications. For the document, please go to:***  
<http://www.pacodeandbulletin.gov/Display/pabull?file=/secure/pabulletin/data/vol49/49-51/1892.html>
6. Did the jurisdiction refer to and follow FHWA "Red Light Camera Systems Operational guidelines" when implementing its automated enforcement system? ***Yes***
7. Ownership of system (camera & equipment): ***Contracted/leased***

**Transparency**

1. Are placement locations of automated enforcement publicly available? ***Yes, please see the Automated Enforcement Comparison Document for additional details.***
2. Is information regarding automated enforcement revenue publicly available? ***Yes, please see Automated Enforcement Comparison Document for additional details.***
3. Is information regarding the disbursement of this revenue publicly available? ***Yes, most is legislatively identified, and all grant programs associated with the disbursement of revenue are provided through press releases.***
4. Is the number of automated enforcement citations issued publicly available? ***Yes, please see the Automated Enforcement Comparison Document for additional details.***
5. Upon deployment at a specific location, is there a warning period before citations are issued? ***Yes, please see the Automated Enforcement Comparison Document for additional details.***

**Accountability**

1. Are citations reviewed and signed by a sworn law enforcement officer? ***Yes, please see the Automated Enforcement Comparison Document for additional details.***
2. Is there a system in place for dispute resolution? ***Yes, each program has a slightly different process for appeals, but each has at least one formal hearing associated with the program. For additional details see the Automated Enforcement Comparison document.***
3. Is the automated enforcement program audited? ***Yes.***

**Safety Attributes**

1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms? ***Yes, ASE along Roosevelt Blvd. utilized crash data and speed data to determine the most appropriate locations. AWZSE is utilizing a data driven process of evaluating crash data, speed information, construction activities to determine the best location for deployment.***
2. Does the jurisdiction analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)? ***Yes, most programs require annual reporting to PA legislature.***

# Pennsylvania's Automated Enforcement Programs

Program Element	Automated Red-Light Enforcement (ARLE)		Automated Work Zone Speed Enforcement (AWZSE)	Automated Speed Enforcement (ASE) on Roosevelt Blvd (U.S. 1)	School Bus Side Signal Arm Enforcement Systems
	1 <sup>st</sup> Class Cities	2 <sup>nd</sup> Class and Certain Municipalities			
<b>Purpose/Goals:</b>	Improve safety at signalized intersections by providing automated enforcement at locations where red-light running has been an issue.	Improve safety at signalized intersections by providing automated enforcement at locations where red-light running has been an issue.	<ul style="list-style-type: none"> <li>• Reduce Speeds in Work Zones</li> <li>• Improve Driver Behavior</li> <li>• Save Worker and Traveler Lives</li> <li>• Complement existing enforcement by PSP</li> <li>• Promote Work Zone Safety</li> </ul>	Improve safety at signalized intersections by providing automated speed enforcement at locations where red-light running has been an issue.	Safety of children and ensuring conformance to existing laws regarding the overtaking of a school bus when it is picking up or dropping off people.
<b>Initial Legislation or Last Update</b>	<a href="#">Act 101 of 2016 – 07/20/2016</a>	<a href="#">Act 101 of 2016 – 07/20/2016</a>	<a href="#">Act 86 of 2018 – 10/19/2018</a>	<a href="#">Act 86 of 2018 – 10/19/2018</a>	<a href="#">Act 159 of 2018 – 10/24/2018</a>
<b>Vehicle Code References</b>	<a href="#">75 Pa.C.S. §3116</a>	<a href="#">75 Pa.C.S. §3117</a>	<a href="#">75 Pa.C.S. §3369</a>	<a href="#">75 Pa.C.S. §3370</a>	<a href="#">75 Pa.C.S. §3345.1</a>
<b>Legislation Sunset</b>	07/15/2027	07/15/2017	02/16/2024 (5-yr Initial Pilot Program)	12/19/2023 (5-yr. Initial Pilot Program)	No Sunset Date
<b>Regulations</b>	<a href="#">67 PA. CODE CH. 233 - Transportation Enhancement Grants from Automated Red-Light Enforcement System Revenues</a>		<a href="#">67 PA. CODE CH. 105a - Automated Speed Enforcement Systems; Temporary Regulations</a>	<a href="#">67 PA. CODE CH. 105a - Automated Speed Enforcement Systems; Temporary Regulations</a>	<a href="#">67 PA. CODE CH. 171a - School Bus Side Signal Arm Enforcement Systems; Temporary Regulation</a>
<b>2019/20 PA Bulletin Announcements or Key Press Releases</b>	<ul style="list-style-type: none"> <li>• <b>05/25/2019</b> – 2019 ARLE Program Applications <a href="#">[49 Pa.B. 2687]</a></li> <li>• <b>06/08/2019</b> – 2019 ARLE Program Amended Online Application <a href="#">[49 Pa.B. 3026]</a></li> <li>• <b>12/17/2019</b> – 2019 ARLE Awards <a href="#">(Article)</a></li> </ul>		<ul style="list-style-type: none"> <li>• <b>04/26/2019</b> – D-2 Work Zone Media <a href="#">(Article 1301)</a></li> <li>• <b>10/30/2019</b> – AWZSE Program Announcement Press Release <a href="#">(Articles 709, 672)</a></li> <li>• <b>12/21/2019</b> – Automated Speed Enforcement Systems; Temporary Regulations <a href="#">[49 Pa.B. 7410]</a></li> <li>• <b>12/28/2019</b> – Automated Speed Enforcement System and Speed Timing Device Approvals <a href="#">[49 Pa.B. 7657]</a></li> <li>• <b>12/28/2019</b> – Approved Speed Timing Devices and Appointment of Maintenance and Calibration Stations <a href="#">[49 Pa.B. 7654]</a></li> <li>• <b>01/04/2020</b> – Operational Automated Speed Enforcement System in Work Zones under 75 PA.C.S §3369 <a href="#">[50 Pa.B. 129]</a></li> <li>• <b>01/06/2020</b> – AWZSE Pre-Enforcement Period Press Release <a href="#">(Articles 697, 797)</a></li> </ul>	<ul style="list-style-type: none"> <li>• <b>12/28/2019</b> – Automated Speed Enforcement System and Speed Timing Device Approvals <a href="#">[49 Pa.B. 7657]</a></li> <li>• <b>12/28/2019</b> – Approved Speed Timing Devices and Appointment of Maintenance and Calibration Stations <a href="#">[49 Pa.B. 7654]</a></li> <li>• <b>01/13/2020</b> - City of Philadelphia Installation of Speed Cameras on Roosevelt Blvd. Begins <a href="#">(Article)</a></li> </ul>	<ul style="list-style-type: none"> <li>• <b>04/27/2019</b> – School Bus Side Stop Signal Arm Enforcement Systems; Temporary Regulations <a href="#">[49 Pa.B. 2019]</a></li> <li>• <b>11/04/2019</b> – School Bus Safety Press Release <a href="#">[Article 674]</a></li> </ul>
<b>Enforcement Eligibility</b>	<ul style="list-style-type: none"> <li>• PPA must obtain approval from the City of Philadelphia through an ordinance for ARLE intersection and approval from PennDOT (Secretary of Transportation) for the enforcement intersections.</li> </ul>	<ul style="list-style-type: none"> <li>• Municipality with population of greater than 20,000 with a police agency accredited by the Pennsylvania Chiefs of Police in a second-class A county (Bucks, Montgomery, Delaware)</li> <li>• Bullet above except a third-class county with population between 490,000 and 510,000 based on 2010 Census (Chester).</li> <li>• City of the Second Class (Pittsburgh)</li> </ul>	<p><b>PennDOT</b> - All federal aid highways with an active work zone</p> <p><b>Turnpike</b> – All Turnpike highways with an active work zone</p>	<ul style="list-style-type: none"> <li>• Roosevelt Boulevard (U.S. 1) between Ninth Street and the Philadelphia/Bucks County Line. Approximately 12-miles</li> </ul>	<ul style="list-style-type: none"> <li>• School Districts and/or Bus Companies that want to provide this enforcement capabilities.</li> </ul>

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	1 <sup>st</sup> Class Cities	2 <sup>nd</sup> Class and Certain Municipalities			
		<ul style="list-style-type: none"> <li>Once program is established municipality needs to obtain approval from PennDOT (Secretary of Transportation) for the enforcement intersections.</li> <li>31 Municipalities could be eligible based on the bullets above, but only Abington Township, Montgomery County has an active ARLE program.</li> </ul>			
<b>Police Violation Verification</b>	City of Philadelphia Police Department through agreement with PPA	Abington Township Police Department	Pennsylvania State Police (PSP) Automated Enforcement Unit within the Bureau of Patrol through agreement with PennDOT and PTC – scope defined in Interagency Agreement (AWZSE1 – 10/19/2019).	City of Philadelphia Police Department through agreement with PPA	<a href="#">75 Pa.C.S. §3345(a.1) “Reports by school bus operators”</a> - Within 48 hours of violation, the operator of a school bus shall prepare a signed, written report which indicates that a violation has occurred and submits it to a police officer having authority to exercise police powers in area of violation.
<b>Authorized Enforcement Vendors</b>	<a href="#">Conduent, Inc.</a> – City of Philadelphia RFP: <a href="#">17-03</a> ; Contract: <a href="#">K-17-0033</a>	<ul style="list-style-type: none"> <li><a href="#">GATSO USA, Inc.</a> – Abington Township; Montgomery County</li> </ul>	<a href="#">Redflex Traffic Systems, Inc.</a> - PennDOT and PTC <ul style="list-style-type: none"> <li>RFP: <a href="#">19-10480-8400</a>; Joint Contract: (PTC – 4400008400) and (PennDOT - AWZSE2) – 10/03/2019</li> </ul>	<a href="#">American Traffic Solutions, Inc d/b/a Verra Mobility</a> – Philadelphia Parking Authority <ul style="list-style-type: none"> <li>RFP: <a href="#">18-26</a>; Contract: <a href="#">K-18-0107</a></li> </ul>	<ul style="list-style-type: none"> <li><a href="#">247Security, Inc.</a></li> <li><a href="#">Fortress Systems International</a></li> <li><a href="#">Gatekeeper Systems USA</a></li> <li><a href="#">IVS, Inc. d/b/a AngelTrax</a></li> <li><a href="#">PRO-VISION, Inc. d/b/a PRO-VISION Video Systems</a></li> <li><a href="#">Radio Engineering Industries, Inc.</a></li> <li><a href="#">Seon Systems Sales, Inc. d/b/a Safe Fleet – Seon</a></li> <li><a href="#">Zen-tinel, Inc.</a></li> <li><a href="#">Bus Patrol America, LLC</a></li> </ul>
<b>Agreements or Recent Ordinances</b>	<a href="#">Ordinance Bill No. 180868</a> – Amending Chapter 12-3000 of The Philadelphia Code to permit ARLE  Additional Ordinances can be found at: <a href="https://phila.legistar.com/Legislation.aspx">https://phila.legistar.com/Legislation.aspx</a> and searching “Red Light”	<a href="#">Ordinance 2049 of 2013</a> – Allowing ARLE in Abington Township <a href="#">Ordinance 2113 of 2015</a> – Amending previous ordinance to allow ARLE in Abington Township <a href="#">Ordinance 2142 of 2017</a> – Extension of ARLE program	<a href="#">AWZSE1</a> – Executed 10/16/2019 (Sunsets when program is not continued), IGA agreement between PennDOT, PTC, and PSP <a href="#">AWZSE2</a> – Executed 10/03/2019, Enforcement Vendor Contract with Redflex Traffic Systems	<a href="#">Ordinance Bill No. 190184</a> – Executed 06/05/2019 (Sunsets 12/19/2023), adding Chapter 12-3400 “Use of an Automated Speed Enforcement System to Improve Safety on Roosevelt Boulevard”	Contract between School District and/or Bus Company. Contract may only be based on services and not tied to violations provided.
<b>Enforcement Technology</b>	<ul style="list-style-type: none"> <li>Red Light Enforcement Camera</li> </ul>	<ul style="list-style-type: none"> <li>Red Light Enforcement Camera</li> </ul>	<ul style="list-style-type: none"> <li>Dual Radar (Down the road and across the road) that requires both radar measurements to match for a violation to occur. (Approved 12/28/2019)</li> </ul>	<ul style="list-style-type: none"> <li>Across the Road Radar (Approval Pending completion of testing)</li> </ul>	<ul style="list-style-type: none"> <li>Two or more cameras that will automatically activate and record images of violations once the flashing red lights and stop sign have been provided. (See <a href="#">PA Code title 67, Chapter 171a.3</a>)</li> </ul>
<b>Public Notification of Enforcement</b>	<ul style="list-style-type: none"> <li>Identification and enforcement details on Agencies website: <a href="http://www.philapark.org/red-light-cameras/">http://www.philapark.org/red-light-cameras/</a></li> </ul>	<ul style="list-style-type: none"> <li>Identification and enforcement details on Agencies website: <a href="https://www.abingtonpd.org/traffic-safety/red-light-cameras/">https://www.abingtonpd.org/traffic-safety/red-light-cameras/</a></li> </ul>	<ul style="list-style-type: none"> <li>Identification of enforcement location will be made available on Agency Website (s) – <a href="#">Located on Program Website</a> <a href="https://workzonecameras.penndot.gov/location/s/">https://workzonecameras.penndot.gov/location/s/</a></li> </ul>	<ul style="list-style-type: none"> <li>Identification of enforcement locations will be made available on PennDOT’s Website. Additionally, anticipating PPA website to be at: <a href="http://www.philapark.org/">http://www.philapark.org/</a></li> </ul>	<a href="https://www.penndot.gov/TravelInPA/Safety/TrafficSafetyAndDriverTopics/Pages/School-Bus-Safety.aspx">https://www.penndot.gov/TravelInPA/Safety/TrafficSafetyAndDriverTopics/Pages/School-Bus-Safety.aspx</a>



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	1 <sup>st</sup> Class Cities	2 <sup>nd</sup> Class and Certain Municipalities			
<b>Lead Agencies Roles and Responsibilities</b>	<ul style="list-style-type: none"> <li>• <b>PennDOT</b> – Provides Secretary approval of ARLE Equipment, ARLE Locations, and Administrators the Grant Funding Program based on revenues from the Program. Also, Secretary appoints 4 members to ARLE Selection team.</li> <li>• <b>City of Philadelphia Office of Transportation, Infrastructure, and Sustainability (oTIS)</b> – Provides oversight for Mayor in ARLE Locations and selection and participation on the ARLE Selection Team.</li> <li>• <b>Philadelphia Parking Authority (PPA)</b> – System Administrator and responsible for program reporting and management of automated enforcement vendor.</li> <li>• <b>McMahon Associates, Inc.</b> – Provide Engineering assistance to PPA and develop drawings for program</li> <li>• <b>Conduent, Inc.</b> –City of Philadelphia ARLE vendor responsible for turn-key solution of having equipment, enforcement software, annual calibrations, lead processing of violations and ensuring payment and tracking of payments.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>PennDOT</b> – Provides Secretary approval of ARLE Equipment, ARLE Locations, and Administrators the Grant Funding Program based on revenues from the Program.</li> <li>• <b>Abington Township</b> – System Administrator and responsible for all activities associated with the ARLE Program</li> <li>• <b>GATSO USA, Inc.</b> –Abington Township ARLE vendor responsible for turn-key solution of having equipment, enforcement software, annual calibrations, assisting with the processing of violations and ensuring payment and tracking of payments.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>PennDOT</b> – Provides Secretary approval of AWZSE Approval, Selection of Active Enforcement zones on PennDOT roadways, Lead for Inter-Agency agreement, Program Administrator contract, Co-management of Vendor Contract, Annual Reporting, fiscal management responsibility, and other program needs as needed.</li> <li>• <b>PTC</b> – Selection of Active Enforcement zones on Turnpike, Program Auditing, Co-management of Vendor Contract, Lead with Procurement of Vendor, and additional program needs as needed.</li> <li>• <b>RK&amp;K, LLP.</b> – Program Administrator who is assisting PennDOT and PTC with all program aspects to get the program running and ensure program sustainability throughout the pilot program period.</li> <li>• <b>PSP</b> – Legislatively identified to review and concurring with violations before being issued by vendor. Additional periodic testing as appropriate to ensure program creditability.</li> <li>• <b>Redflex Traffic Systems</b> – AWZSE enforcement vendor responsible for turn-key solution of having equipment, enforcement software, annual calibrations, lead processing of violations and ensuring payment and tracking of payments.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>PennDOT</b> – Provides Secretary approval of ASE Equipment, ARLE Locations, and Administrators the Grant Funding Program based on revenues from the Program. Also, Secretary appoints 4 members to ARLE Selection team.</li> <li>• <b>City of Philadelphia Office of Transportation, Infrastructure, and Sustainability (oTIS)</b> – Provides oversight for Mayor in ARLE Locations and selection and participation on the ARLE Selection Team.</li> <li>• <b>Philadelphia Parking Authority (PPA)</b> – System Administrator and responsible for program reporting and management of automated enforcement vendor.</li> <li>• <b>McMahon Associates, Inc.</b> – Provide Engineering assistance to PPA and develop drawings for program</li> <li>• <b>Verra Mobility, Inc.</b> –City of Philadelphia ASE vendor responsible for turn-key solution of having equipment, enforcement software, annual calibrations, lead processing of violations and ensuring payment and tracking of payments.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>PennDOT</b> – Provides Secretary approval of School Bus Side Arm Enforcement Equipment in conformance with minimum temporary regulation requirements and Administrators the Grant Funding Program based on revenues or donations from the Program.</li> <li>• <b>School Districts and/or Bus Companies</b> – Responsible for establishing contracts and ensuring conformance to the Act 159 of 2018 and associated regulation requirements.</li> <li>• <b>Enforcement Vendor</b> – While services may vary based on requests by School Districts and/or Bus Companies they should only be for services rendered and not per violation.</li> </ul>
<b>Required Signs</b>	<ul style="list-style-type: none"> <li>• Posting of an appropriate sign in a conspicuous place before the area in which the automated red-light enforcement device is to be used notifying the public that an automated red-light enforcement device is in use.</li> </ul>	<ul style="list-style-type: none"> <li>• Posting of an appropriate sign in a conspicuous place before the area in which the automated red-light enforcement device is to be used notifying the public that an automated red-light enforcement device is in use.</li> </ul>	<ul style="list-style-type: none"> <li>• 2 warning signs prior to the enforcement device. 1 sign shall identify whether enforcement is active. – <i>Same sign identifying Active Enforcement was selected to simplify and well as be more transparent – FHWA PA Approved 11/21/2019.</i></li> <li>• 1 sign at the end of automated work zone. – <i>End Roadwork Sign will be utilized</i></li> <li>• 1 sign at the enforcement vehicle – <i>Automated Enforcement Sign on Vehicle</i></li> </ul>	<ul style="list-style-type: none"> <li>• 2 warning signs prior to the enforcement zone on each end.</li> <li>• 2 warning signs placed at 2-mile spacing through the corridor</li> <li>• Ordinance provides clarification and, in some cases, adds additional signs by requiring that at least one sign shall be posted before the area in which each Enforcement area is utilized providing advanced notification immediately ahead.</li> <li>• All signs being utilized are MUTCD compliant with <a href="#">R10-18</a> and <a href="#">R-10-19aP</a></li> </ul>	No additional signs required.
<b>Permitted Imagery for Violation Verification</b>	<ul style="list-style-type: none"> <li>• Minimum two images to ensure violation occurred based stop bar.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum two images to ensure violation occurred based stop bar.</li> </ul>	<ul style="list-style-type: none"> <li>• Two Frontal and two rear photos of vehicle and license plate permitted.</li> <li>• Frontal images will primarily be used for Commercial Vehicles.</li> <li>• Personally, identifying photos prohibited and people must be blacked out.</li> </ul>	<ul style="list-style-type: none"> <li>• Only rear photos of vehicle and license plate. Frontal photos are strictly forbidden.</li> </ul>	Video sublimates and is evidence for the School Bus Operators report.

Program Element	Automated Red-Light Enforcement (ARLE)		Automated Work Zone Speed Enforcement (AWZSE)	Automated Speed Enforcement (ASE) on Roosevelt Blvd (U.S. 1)	School Bus Side Signal Arm Enforcement Systems
	1 <sup>st</sup> Class Cities	2 <sup>nd</sup> Class and Certain Municipalities			
<b>Violation Review Process</b>	<ol style="list-style-type: none"> <li>ARLE Camera photographs motorist running red light</li> <li>Vendor (Conduent) sends images to PPA clerks for review</li> <li>PPA Manager reviews image</li> <li>City Police review image.</li> <li>PPA issues a violation notice.</li> <li>After two notices of nonpayment, vendor sends consecutive notices increasing the violation fine to \$120, \$145, and \$175.</li> </ol>	<ol style="list-style-type: none"> <li>ARLE Camera photographs motorist running red light</li> <li>Vendor (GATSO) sends images to Abington Township Administration staff.</li> <li>Abington Township Administration staff reviews image</li> <li>Abington Township review image.</li> <li>Abington Township issues a violation notice.</li> <li>After two notices of nonpayment, vendor sends consecutive notices increasing the violation fine to \$135.</li> </ol>	<ul style="list-style-type: none"> <li>Redflex system identifies and photographs motorist exceeding speed limit by 11+ MPH.</li> <li>Redflex reviews image and case file. Send all fine carrying cases to PSP AWZSE Unit.</li> <li>PSP reviews and affirms fine carrying violations</li> <li>Redflex sends out violation notice on behalf of PennDOT and PTC.</li> <li>For first violation (no fine), violator has 30 days to contest or case is considered closed.</li> <li>For all fine carrying violations, after 30 days, up to an additional \$75 in late fees may be assessed through successive notices.</li> </ul>	Process will follow ARLE violation procedure	School Bus operator submits report within 48 hours from violation to Police agency having jurisdiction and then the police force evaluate based on there schedule.
<b>Permitted Imagery for Violation Verification</b>	<ul style="list-style-type: none"> <li>Minimum two images to ensure violation occurred based stop bar.</li> </ul>	<ul style="list-style-type: none"> <li>Minimum two images to ensure violation occurred based stop bar.</li> </ul>	<ul style="list-style-type: none"> <li>Two Frontal and two rear photos of vehicle and license plate permitted.</li> <li>Frontal images will primarily be used for Commercial Vehicles.</li> <li>Personally, identifying photos prohibited and people must be blacked out.</li> </ul>	<ul style="list-style-type: none"> <li>Only rear photos of vehicle and license plate.</li> <li>Frontal photos are strictly forbidden.</li> </ul>	<ul style="list-style-type: none"> <li>Video sublimates and is evidence for the School Bus Operators report.</li> </ul>
<b>Violation (Registered Owner)</b>	2 images showing vehicle past the stop bar.	2 images showing vehicle past the stop bar.	11 mph or more over the work zone regulatory speed limit	11 mph or more over the posted speed limit	Upon conviction by a police officer in the jurisdiction it occurred.
<b>Fine Amount</b>	<ul style="list-style-type: none"> <li>Warnings only during first 45 days ARLE active at an intersection</li> <li>\$100 fine with no driving points or insurance penalties each violation.</li> </ul>	<ul style="list-style-type: none"> <li>Warnings only during first 45 days ARLE active at an intersection</li> <li>\$100 fine with no driving points or insurance penalties each violation.</li> </ul>	<ul style="list-style-type: none"> <li>60-day pre-enforcement period (Ends 03/04/20)</li> <li>1<sup>st</sup> offense = warning</li> <li>2<sup>nd</sup> offense = \$75, no driving points or insurance penalties</li> <li>3<sup>rd</sup> and subsequent offenses = \$150, no driving points or insurance penalties</li> </ul>	<ul style="list-style-type: none"> <li>Initial 30-day warning period.</li> <li>\$100 – 11 to 19 mph over the posted speed limit</li> <li>\$125 – 20 to 29 mph over the posted speed limit</li> <li>\$150 – 30+ mph over the posted speed limit</li> </ul>	<ul style="list-style-type: none"> <li>Upon conviction, violator will pay fine of \$250 and a \$35 surcharge. The surcharge shall be deposited into the School Bus Safety Grant Program Account.</li> </ul>
<b>Violator Defenses</b>	<p><b>3 defenses are permitted:</b></p> <ul style="list-style-type: none"> <li>Vehicle was stolen</li> <li>Registered owner didn't own the vehicle during the time of offense</li> <li>Registered owner provides proof they were not operating the vehicle at the time of the violation.</li> </ul>	<p><b>3 defenses are permitted:</b></p> <ul style="list-style-type: none"> <li>Vehicle was stolen</li> <li>Registered owner didn't own the vehicle during the time of offense</li> <li>Registered owner provides proof they were not operating the vehicle at the time of the violation.</li> </ul>	<p><b>3 defenses are permitted:</b></p> <ul style="list-style-type: none"> <li>Vehicle was stolen</li> <li>Registered owner didn't own the vehicle during the time of offense.</li> <li>Device calibration and/or testing issues</li> </ul>	<p><b>4 defenses are permitted:</b></p> <ul style="list-style-type: none"> <li>Vehicle was stolen</li> <li>Registered owner didn't own the vehicle during the time of offense.</li> <li>Device calibration and/or testing issues</li> <li>Registered owner provides proof they were not operating the vehicle at the time of the violation.</li> </ul>	Registered owner provides proof they were not operating the vehicle at the time of the violation.
<b>Image Retention</b>	All violation images must be destroyed within 1 year after final disposition unless except for images subject to court order	All violation images must be destroyed within 1 year after final disposition unless except for images subject to court order	All violation images must be destroyed within 1 year after final disposition except for images subject to court order	All violation images must be destroyed within 1 year after final disposition unless except for images subject to court order	All violation images must be destroyed within 1 year after final disposition unless except for images subject to court order
<b>Annual Reporting to Legislature</b>	Annual Report due end of August each year. <i>Previous Reports can be found at:</i> <a href="http://www.philapark.org/red-light-cameras/">http://www.philapark.org/red-light-cameras/</a>	Annual Report due end of October each year. <a href="https://www.abingtonpd.org/traffic-safety/arle-report/">https://www.abingtonpd.org/traffic-safety/arle-report/</a>	Annual report due April 1 <sup>st</sup> each year. <i>First report will be provided in 2020.</i>	Annual report due April 1 <sup>st</sup> each year. <i>First report anticipated in 2020.</i>	No annual reporting required, but Department has asked for number of units deployed by each vendor to be supplied to them.

Program Element	Automated Red-Light Enforcement (ARLE)		Automated Work Zone Speed Enforcement (AWZSE)	Automated Speed Enforcement (ASE) on Roosevelt Blvd (U.S. 1)	School Bus Side Signal Arm Enforcement Systems
	1 <sup>st</sup> Class Cities	2 <sup>nd</sup> Class and Certain Municipalities			
<b>ASE Program Reimbursement/ Revenue Distribution</b>	All operations and maintenance cost including agency administrative costs are paid first. Remaining revenue will be provided to PennDOT who will deposit into a restricted account in the Motor License Fund to be used for a transportation enhancement safety grant program. Projects are competitively selected by an 8-member committee consisting of four PennDOT-appointed members and four City of Philadelphia-appointed members.	All operations and maintenance cost including agency administrative costs are paid first. Remaining revenue will be provided to PennDOT who will deposit into a restricted account in the Motor License Fund to be used for a transportation enhancement safety grant program. Projects are competitively selected by a committee identified by the Secretary. If City of Pittsburgh would begin a program, then the selection team would be similar to the City of Philadelphia's program.	All operations and maintenance cost including agency administrative costs are paid first. Revenue will be captured in two restricted accounts (one each for PennDOT & PTC roadways). Remaining revenue will be distributed as follows: <b>1<sup>st</sup> 3-years of Program:</b> <ul style="list-style-type: none"> <li>• 45% to PSP for recruiting training and equipping cadets as well as increasing state trooper presence in work zones</li> <li>• 15% to PennDOT and PTC to perform work zone safety, traffic safety, and educating public on work zone safety issues</li> <li>• 40% to General Fund</li> </ul> <b>Final 2 years of Program:</b> <ul style="list-style-type: none"> <li>• All funds go to PennDOT and PTC to develop a Work Zone and Highway Safety Program for improvements and countermeasures to improve work zone safety.</li> </ul>	All operations and maintenance cost including agency administrative costs are paid first. Remaining revenue will be provided by PPA to PennDOT who will deposit into a restricted account in the Motor License Fund. PennDOT will then utilize the revenue as defined with Section 3116 into the ARLE Funding Program. The City of Philadelphia and PennDOT ARLE Selection Team will determine where funds are administered statewide through the annual competitive application and reimbursement grant program.  <i>City of Philadelphia is not permitted to collect revenue equal to or greater than 2% of its annual budget from the collection of revenue from the issuance and payment of violations.</i>  <b>Based on the Legislative direction, PennDOT will run this through the existing ARLE Funding Program frame work with the already established Selection Team. It is anticipated that the selection criteria, applications and program administration will be the same between this program and the ARLE Funding Program.</b>	All operations and maintenance costs are paid for first. Once that occurs all funds will be submitted to PennDOT to the <i>School Bus Side Stop Signal Arm Enforcement System Grant Program (Fund # 6046100000)</i> .
<b>Enforcement Availability</b>	<ul style="list-style-type: none"> <li>• City of Philadelphia</li> <li>• Ordinance is established to provide ARLE enforcement</li> <li>• Prior PennDOT (Secretary Approval) of the intersections</li> </ul>	<ul style="list-style-type: none"> <li>• Eligible Municipality gets program approval from PennDOT</li> <li>• Ordinance is established to provide ARLE enforcement</li> <li>• Prior PennDOT (Secretary Approval) of the intersections</li> </ul>	Work Zones that are active with workers present on the following Highways: <ul style="list-style-type: none"> <li>• All Turnpike Roadways</li> <li>• All PennDOT Federal-aid Highways</li> </ul>	<b>8 Initial Locations along Roosevelt Blvd at following intersections:</b> <ul style="list-style-type: none"> <li>• Banks Way</li> <li>• F Street</li> <li>• Deveraux Street</li> <li>• Harbison Avenue</li> <li>• Strahle Street</li> <li>• Grant Avenue</li> <li>• Roosevelt Boulevard and Red Lion Road (near Whitten Street)</li> <li>• Roosevelt Boulevard and Southampton Road (near Horning Road)</li> </ul>	All School Buses are eligible, but the school district and/or bus company determines # of devices.
<b>State Transportation Advisory Committee (TAC) Studies</b>	2017 TAC Study – June 2017 <ul style="list-style-type: none"> <li>• <a href="#">Report</a></li> <li>• <a href="#">Appendix</a></li> <li>• <a href="#">Summary Report</a></li> <li>• <a href="#">2-Page Summary</a></li> </ul> <a href="#">2011 TAC Study – October 2011</a>	2017 TAC Study – June 2017 <ul style="list-style-type: none"> <li>• <a href="#">Report</a></li> <li>• <a href="#">Appendix</a></li> <li>• <a href="#">Summary Report</a></li> <li>• <a href="#">2-Page Summary</a></li> </ul>	<a href="#">2012 TAC Study – November 2012</a>	None	None
<b>Revenue to Date</b>	\$92.3 Million as of 12/31/19	No revenue as of 12/31/19. Enforcement Vendor has only paid to services up to May 2018 (-\$84,000).	Program is in mandatory 60-day pre-enforcement period with enforcement beginning 3/4/2020	Program has not started and will begin in Spring 2020.	No revenue has been received nor has been donated for the program.



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Program Specific Details	<p>Approved Locations (32):</p> <ul style="list-style-type: none"> <li>Roosevelt Blvd @ Grant Ave</li> <li>Roosevelt Blvd @ Red Lion Road</li> <li>Roosevelt Blvd @ Cottman Ave</li> <li>Broad Street @ Oregon Ave</li> <li>34<sup>th</sup> Street @ Grays Ferry Ave</li> <li>Roosevelt Blvd @ Mascher St</li> <li>Roosevelt Blvd @ Levick S</li> <li>Roosevelt Blvd @ Rhawn Street</li> <li>Roosevelt Blvd @ Welsh Road</li> <li>Roosevelt Blvd @ Southampton Road</li> <li>9<sup>th</sup> Street @ Roosevelt Blvd</li> <li>North Broad St @ West Hunting Park Ave</li> <li>South 58<sup>th</sup> St @ Walnut St</li> <li>South Broad St @ South Penn Square</li> <li>Belmont Ave and Parkside Ave</li> <li>Rising Sun Avenue &amp; Levick St</li> <li>North Broad St @ North Penn Square/JFK Blvd</li> <li>Rising Sun Ave @ Adams Ave</li> <li>Castor Ave @ Aramingo Ave</li> <li>Aramingo Ave @ East York St</li> <li>Henry Ave @ Walnut Lane</li> <li>North Broad St @ Vine St</li> <li>Island Ave @ Lindbergh Blvd</li> <li>Grant Ave @ Academy Road</li> <li>Bustleton Ave @ Byberry Road</li> <li>Woodhaven Road @ Knights Road</li> <li>Byberry Road @ Worthington Road</li> <li>Ogontz Ave @ Stenton Avenue</li> <li>Island Ave @ Bartram Avenue</li> <li>2nd St and Erie Ave</li> <li>26th St and Penrose Ave</li> </ul>	<p>Approved Locations (3)</p> <ul style="list-style-type: none"> <li>Old York Road &amp; Susquehanna Road</li> <li>Old York Road &amp; Old Welsh Road</li> <li>Fitzwatertown Road &amp; Moreland Road</li> </ul>	<ul style="list-style-type: none"> <li>17 Mobile Units – 10 generally dedicated to PennDOT, 7 generally dedicated to PTC.</li> <li>Mobile units will be entering and deploying to individual projects per shift on a daily basis.</li> <li>Deployment shifts include up to 8 hours of active enforcement.</li> <li>Up to two anticipated shifts daily per unit, generally one daytime and one nighttime shift.</li> <li>Deployment locations will be identified monthly and scheduled weekly, in advance.</li> <li>Detailed coordination with District Construction, Maintenance, Design staff in development of schedules.</li> <li>Coordinated go-no decision with project team day prior, confirmation day of deployment.</li> </ul>	<ul style="list-style-type: none"> <li>Program guidance and direction provided on PennDOT’s website: <a href="https://www.penndot.gov/TravelInPA/Safety/TrafficSafetyAndDriverTopics/Pages/School-Bus-Safety.aspx">https://www.penndot.gov/TravelInPA/Safety/TrafficSafetyAndDriverTopics/Pages/School-Bus-Safety.aspx</a></li> </ul>	